

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS GRASP	SPEC NO. N32205-17-C-4402	ITEM# 0105	and QDR# 1
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405			
	DATE DISCOVERED 11/29/17		

SHIP and HULL NO.

USNS GRASP 51

Work Item Title:

04 Level and Main Mast Preservation

REFERENCES

SPECIFICATION Item No: 0105	PAGE 1	LINE	PARAGRAPH 6.3
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION TAKEN BE PROVIDED TO THE GOVERNMENT BY 30/11/2017	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

At approximately 1210 on 26 November 2017, the Next Generation Wideband (NGW) antenna control unit, located in the ship's Radio compartment, lost communications with the NGW antenna, located on the mast. At the same time U.S. Coatings personnel were water blasting the mast. At approximately 1530 on 27 November 2017, the ship's cellular phone repeater, also located on the mast, appeared to be inoperable. Other electrical and electronic equipment located on the mast are tagged out and unable to verify operation.

Numerous cables on the mast appear to have new damage from water blasting. Please see attached References for various equipment DWGs on the mast.

INMARSAT (Warrant Holder) requires Maets (OEM) to make connections and verify operations of NGW System.

The Government request Detyens Shipyards to provide a reliable plan for remedy within two days.

Military Sealift Command will continue to work with Detyens Shipyards Management Team to address areas of concern with any remaining requirements and determine the best solution available for any further issues that may arise. MSC looks forward to the successful and on-time completion of the USNS GRASP MTA.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

Contractor acknowledges incnet described in attachment "A". A wrap up inspection was conducted however cables were damaged from the blast equipment.

Course of action:

Thursday 11/30/17 Detyens shipyard submitted QDR to USC and will provide coy of response once received.

Friday 12/1/17 there will be a joint inspection to:

- 1) Test equipment to determine what is working.
- 2) Conduct a visual inspection on the mast and identify damaged cable (MAETS will be on site to assist)
- 3) Begin pulling back damaged cables.
- 4) Replace damaged cables.

Additional training will be conducted/ Elaborated on the proper protection and caution when utilizing the UHP equipment.

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS GRASP	SPEC NO. N32205-17-C-4402	ITEM# 0004	and QDR# 2
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405			
	DATE DISCOVERED 12/01/17		

SHIP and HULL NO.

USNS GRASP 51

Work Item Title:

TESTING AND QUALITY ASSURANCE

REFERENCES

SPECIFICATION Item No: 0004	PAGE	LINE	PARAGRAPH
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION BE PROVIDED TO THE GOVERNMENT BY 04/12/2017	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

At approximately 1826 on 29 September 2017, a shipyard crane struck the USNS GRASP's Aft King Post and damaged a Navigation Light.
MSC appreciates the shipyard taking immediate action.
Please see attached reference (NAVSEA DWG 5763577_D)
The Government request Detyens Shipyards to provide a reliable plan for remedy by COB Monday, 4 December 2017.
Military Sealift Command will continue to work with Detyens Shipyards Management Team to address areas of concern with any remaining requirements and determine the best solution available for any further issues that may arise.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

Contractor acknowledges incident described in attachment "A".
Course of action:
Detyens shipyard has ordered a new Light and will replace once received.
Safety accident report processed and additional training will be conducted/Elaborated on the proper precautions when working with crane boom around mast.

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS GRASP	SPEC NO. N32205-17-C-4402	ITEM# 0011	and QDR# 3
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405			
	DATE DISCOVERED 12/20/17		

SHIP and HULL NO.

USNS GRASP 51

Work Item Title:

GENERAL SERVICES FOR SHIP TARS

REFERENCES

SPECIFICATION Item No: 0011	PAGE 11	LINE	PARAGRAPH 7.4.3
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION BE PROVIDED TO THE GOVERNMENT BY 22/12/2017	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

During execution of the contract, the PRC decking was damaged at various locations in the Main Deck Passageways 1-18-1-L, 1-27-0-L, and 1-40-0-L.

The Government request Detyens Shipyards to provide a reliable plan for remediation by COB Friday, 22 Dec 2017.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

Whitaker Flooring scheduled to come on the 13-14th Jan to repair the three spots in the floor.

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS SPEARHEAD	SPEC NO. N3220517C4150	ITEM# 0911	and QDR# 1
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405			
	DATE DISCOVERED 12/03/17		

SHIP and HULL NO.

USNS SPEARHEAD 1

Work Item Title:

STERN TUBE COATING RENEWAL Specificationx

REFERENCES

SPECIFICATION Item No: 0911	PAGE 2	LINE	PARAGRAPH 7.3
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION BE PROVIDED TO THE GOVERNMENT BY 06/12/2017	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

On December 2, 2017, DSI was found to have garnet blasted the STBD waterjet stern tubes and improperly wrapped up the equipment in the Jet Equipment Room. Failure to properly blank off the stern tubes allowed garnet blasting grit contamination into the propulsion reduction gears, thrust bearings, lube oil pumps, ventilation and past the engine room bulkhead shaft seal.

On Novemeber 24th DSI was informed while UHP waterjetting the stern tubes that blanks were not drilled, not secured properly and had no gaskets. Result of November 24th UHP waterjetting was water leaking past the blanks into the Jet Equipment Room Bilges.

Government requests response from DSI as to how blanks were not secured properly after being notified of initial failure.

Government requests response from DSI as to schedule impact of ZF marine and their ability to continue work in the space while DSI properly cleans.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

Contractor agrees with government that the blank was improperly installed and that this allowed garnet grit to be introduced into the jet equipment room stbd side. However no grit entered the reduction gears as they were not open for inspection. Thrust bearings to be cleaned by OEM (Wartsila) with no impact to schedule. Lube oil pumps are to be worked under item #0908 and will be cleaned and inspected at time of service. The impact to ZF Marine for reduction gear items was one day. They have resume work. Clean up is in progress.

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS SPEARHEAD	SPEC NO. N3220517C4150	ITEM# and QDR# 0103 2
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405	DATE DISCOVERED 12/08/17	

SHIP and HULL NO.

USNS SPEARHEAD 1

Work Item Title:

CBG PANEL AND SCUPPER REPAIRS

REFERENCES

SPECIFICATION Item No: 0103	PAGE	LINE	PARAGRAPH
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION BE PROVIDED TO THE GOVERNMENT BY 13/12/2017	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

On Dec 6, DSI was found to have induced additional cracking with excessive heat to original repairs to the STBD CBG panel / intake fan area. Damages was found to be within the heat effective zone approximately 4 to 6 inches away from initial repairs. No ABS approved repair plan was submitted for review. The excessive heat has induced additional cracking enlarging the scope of work to require an insert repair.

Government request response from DSI why excessive heat used when welding directives are in place.

Government request response from DSI was welder qualified and understood the scope of work.

Government request response from DSI recovery plan for repairs IAW ABS compliance.

(b)(6) 12/08/2017.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

Contract does not agree with the Government assessment. The contractor believes that the cracking is due to inferior base metals or sensitized aluminum which was probably cause during the build phase of the ship. MSC need only look at the history of this material and the 50 cracks identified in the structural survey. MSC has spent countless hours and money on NAMLT testing ASTM 066 and 67 to try to find a resolution to this cracking issue being experience on all the ships in this class. To hold the contractor responsible at this point is unjustified. The welder is an ABS certified welder who understood the scope and procedure for crack repairs. The size of the crack determined the number of passes to be used to fix it. Detyens Shipyard would recommend to the government that all cracks be dealt with by insert. DSI continues to ask the government for compensation to insert this area. No work in this area will continue until an agreement can be reached.

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS SPEARHEAD	SPEC NO. N3220517C4150	ITEM# and QDR# 0701 3
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405		
	DATE DISCOVERED 12/08/17	

SHIP and HULL NO.

USNS SPEARHEAD 1

Work Item Title:

Spearhead_TSCIF_Install_4_27_17_jmc

REFERENCES

SPECIFICATION Item No: 0701	PAGE	LINE	PARAGRAPH
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION BE PROVIDED TO THE GOVERNMENT BY 13/12/2017	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

On the morning of Dec 08, Water damage was discovered in the conference room of C4I. Water was found leaking from the overhead of the 05 level from the result of several days of rain from 6-9 Dec 2017. Water intrusion has damaged the lagging, ducting insulation, carpet and furniture (chairs) in the conference room. Electrical wiring was also exposed to the water intrusion.

DSI was assigned to cut away existing kick pipe and install a NATO box in place over the conference room on the 05 level in accordance to work item 0701. The NATO box was tact welded in place but the effective areas were left exposed to the weather elements without protection.

Government request response from DSI why effective areas were not protected while weather forecast was foreknown.

Government request response from DSI why NATO box was not completed for final weld.

Government request response from DSI recovery plan and schedule for repairs and damages to C4I conference room.

(b)(6) 12/10/2017.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

This was an oversight on the contractors part. Manpower that removed the kickpipe was moved to a higher priority job and didn't return before the rain. Carpet to be replaced in the 0701 item. Insulation will be dealt with by contractor. No damage to furniture other than norma wear and tear was observed. Cabling will be wiped dry.

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS SPEARHEAD	SPEC NO. N3220517C4150	ITEM# 0905	and QDR# 4
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405			
	DATE DISCOVERED 12/10/17		

SHIP and HULL NO.

USNS SPEARHEAD 1

Work Item Title:

INSPECT AND REPAIR UW HULL COATING

REFERENCES

SPECIFICATION Item No: 0905	PAGE	LINE	PARAGRAPH
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION TAKEN BE PROVIDED TO THE GOVERNMENT BY 13/12/2017	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

On morning of 10 December 2017, DSI was found anchoring the paint containment tarps with steel wire hangers wrapped around the flight deck safety net framing, port and stbd sides forward to the flight deck.

Upon inspection, one nylon net was found chaffing against the wire hanger and one lashing rope was found being cut by the wire hanger on the PORT side.

Subject safety nets and associated lashing are a NAVAIR AVCERT and fall protection safety requirement and require replacement.

MSCREP

DATE

(b)(6)

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

Contractor acknowledges incident and a new net was installed and tested.

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS SPEARHEAD	SPEC NO. N3220517C4150	ITEM# 0016	and QDR# 5
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405			
	DATE DISCOVERED 12/13/17		

SHIP and HULL NO.

USNS SPEARHEAD 1

Work Item Title:

FIRE PROTECTION AND SHIPS SAFETY PROG

REFERENCES

SPECIFICATION Item No: 0016	PAGE multiple	LINE multiple	PARAGRAPH multiple
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION TAKEN BE PROVIDED TO THE GOVERNMENT BY 20/12/2017	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

Paragraph 7.6 states: Provide written notice for each job or separate area of hot work aboard ship. Submit one (1) copy of each notice to the MSCREP and one (1) notice to the ship's Chief Engineer each morning at the morning production meeting for all hot work planned for the next 24 hours.

Paragraph 7.6.1 states: The notice shall state the following:

- a.A description of the work to be performed.
- b.The specific location of the hot work and compartments adjacent to decks, bulkheads and similar structure upon which work is to be accomplished.
- c.Time hot work will commence.
- d.Current gas free status of the areas, including a copy of the applicable Gas Free certificate.
- e.Absence or existence of combustible material in the vicinity of the operation and if combustible material exists the action taken to protect material and equipment adjacent to the hot work area from damage and fire.
- f.The provision and assignment of the fire watch, and affirmation that conditions at work site (ventilation, temporary lighting, and access) permit the fire watch to observe all areas where the hot work is being performed.
- g.The notice shall be signed by a supervisor specifically designated as responsible for coordination of hot work and fire watch requirements.

-MSC requests DSI to explain why written notice for each job or area of hot work aboard the ship has not been submitted to the MSCREP or CHENG.

7.13 states: Rigging of hose, welding leads and temporary lights shall be kept clear of decks on temporary trees or brackets and be arranged to avoid tripping and other safety hazards. Passageway shall be kept and maintained clear of obstructions.

-MSC requests DSI to explain why hoses, welding leads, temporary lights have not been kept clear of decks, specifically the mission bay, on temporary trees or brackets and be arranged to avoid tripping and other safety hazards.

7.14.1 states: Perform a safety inspection on a daily basis whenever work is in progress. The inspection shall be made jointly with the MSCREP or his designated representative and the representative of the ship's Master.

-MSC requests DSI to explain why joint inspection has not been occurring with the MSCREP or his designated representative.

Para 8.1.6 of Work Item 001 requires the contractor to "install suitable protective devices on equipment which presents a hazard to personnel."

The flush-mounted deck hatches have been left open during a majority of the availability. A rope attached between the bulkhead and a stanchion is used to provide a barrier and prevent a fall hazard. However, the Shipyard workers rarely hook the rope to the stanchion. Additionally, a security checkpoint is located at Void 1 and 2 where a flush-mounted hatches are present yet the rope barriers are often found detached from the stanchion.

MSC requests response from DSI as to why safety concerns brought to the attention of management by either DSI safety or ships personnel are resolved slowly or not at all?

MSCREP

DATE

(b)(6)

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

Contractor is getting hot work permits approved on a daily basis, however if all the required information is not listed on hot work permit at time of approval then the permits should be corrected before being approved by vessel representative, the representative approving hot work permits was appointed by the vessel not sure why information is not being forwarded to CHENG. All trades has been told to ensure decks are free and clear and to use temporary tress in order to keep lines and leads off the deck to maintain safe passage throughout vessel. Contractor believes joint safety inspections are being conducted if a joint inspection is not conducted on the day the safety report is received advice contractor at that time so we can investigate why the joint inspection was not conducted. contractor has assigned additional superintendents to the project to minimize future incidents.

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS SPEARHEAD	SPEC NO. N3220517C4150	ITEM# 0202	and QDR# 6
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405			
	DATE DISCOVERED 12/15/17		

SHIP and HULL NO.

USNS SPEARHEAD 1

Work Item Title:

REDUCTION GEAR MAINTENANCE

REFERENCES

SPECIFICATION Item No: 0202	PAGE	LINE	PARAGRAPH
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION TAKEN BE PROVIDED TO THE GOVERNMENT BY 20/12/2017	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

In reference to CCO 20, DSI was assigned to assist with rigging the propulsion shaft from the MRGs for MRG repairs. In effort to this process, the rigging straps around the composite shaft line damaged the coating system. Rubber sheets has since been implemented to prevent further damages. Per the Vulkan Tech manual for the composite shafts, a small surface damage is defined as any scratches that penetrate less than 0.2 mm into the structural (black) carbon. The black carbon can be seen. To what extent the shafts are structurally damaged is unknown. The coating system has been damaged in multiple locations on all the shafts that were rigged out of place.

- Government request DSI to determine depth of damage in the carbon (black) fiber shaft.
- Government request response from DSI recovery plan for repairs to the coating system.
- Government request response from DSI their plans for re-installing the shaft without further damages to the composite shaft and all other associated components.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

Contractor don't believe that the rigging straps damaged the coating on the propulsion shaft, however additional rubber has been used as a precaution

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS SPEARHEAD	SPEC NO. N3220517C4150	ITEM# 0908	and QDR# 7
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405			
	DATE DISCOVERED 12/15/17		

SHIP and HULL NO.

USNS SPEARHEAD 1

Work Item Title:

5 YEAR STEERING MAINTENANCE

REFERENCES

SPECIFICATION Item No: 0908	PAGE 2	LINE	PARAGRAPH 7.1.2
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION TAKEN BE PROVIDED TO THE GOVERNMENT BY 20/12/2017	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

During the disassembly, Detyens subcontractor Excel Apparatus Services, Inc. damaged one (1) steering pump motor endbell. The endbell damage evaluated, tooling marks were noted and damage was deemed due to excessive use of force during disassembly and separation of the aluminum endbell from the aluminum housing. The damage presented as a crack parallel to the shaft and the endbell separating into two large pieces. Cracks resulting from in-service damage would typically radiate from the shaft and bearings vice a parallel track. Damage or vibrations would also be notable in the vibration readings taken on a periodic basis and the adjacent fan and fan housing is free from damage.

Contractor failed to notify MSCREP of effort required above and beyond standard practice to disassemble motor and proceeded to damage the motor endbell beyond reuse or reassembly. As-found conditions detailing damage during optest, cracking or corrosion were not noted by either Detyens during removal or Excel upon arrival at their facility.

MSC requests the contractor replace the motor end-bell with an equal unit suitable for use in the ABS type approved steering system.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

On Decemeber 11, 2017, Condition Report 094 Rev "A" was issued to MSC Representative detailing condition of motor, with picture stating that these motor are typically replaced vice overhauled. MSC Representative response to contractor on December 11, 2017 was CCO to follow. On December 13, 2017 a CCO was received by contractor requesting pricing to replace motor, CCO was settled on December 15, 2017 to replace motor. It's unclear how this has wet from replacing an in-expensive motor on December 15, 2017 when CCO was settled to rescinding the CCO request and issuing a QDR.

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS SPEARHEAD	SPEC NO. N3220517C4150	ITEM# and QDR# 0701 8
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405	DATE DISCOVERED 12/15/17	

SHIP and HULL NO.

USNS SPEARHEAD 1

Work Item Title:

Spearhead_TSCIF_Install_4_27_17_jmc

REFERENCES

SPECIFICATION Item No: 0701	PAGE	LINE	PARAGRAPH
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION TAKEN BE PROVIDED TO THE GOVERNMENT BY 20/12/2017	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

The contractor has failed to respond to the government's Letter of Concern, dated 12/11/2017. Subject Letter of Concern was written to address delinquent GMAW Pulse welding procedure. Per the Letter of Concern, the Contractor's response was due 12/13/2017 and has not been received as of 12/15/2017.

Request the contractor form a plan to address the Government's letter of concern and to ensure subsequent letters are responded to in accordance with the contract.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

Contractor acknowledges oversight of responding to government letter of concern, the response has been sent to the government and contractor will respond to any future letter of concerns by the reply by date assigned.

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS SPEARHEAD	SPEC NO. N3220517C4150	ITEM# and QDR# 0701 9
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405		
	DATE DISCOVERED 12/20/17	

SHIP and HULL NO.

USNS SPEARHEAD 1

Work Item Title:

Spearhead_TSCIF_Install_4_27_17_jmc

REFERENCES

SPECIFICATION Item No: 0701	PAGE	LINE	PARAGRAPH
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION TAKEN BE PROVIDED TO THE GOVERNMENT BY 26/12/2017	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

On 12/17/2017, S/F discovered a shipyard welder on the 05 level above the captains stateroom. Shipyard welder was conducting hot work on the doubler plate and antenna foundation without a fire watch stationed on the deck bellow. Shipyard worker stated he was not required to have a fire watch bellow because he was welding on the doubler plate and not on the deck. The posted hot work certification stated that all hot work in that area was to have a fire watch. Per work item 0016, 7.6.1 sub paragraph g, written notice of hot work shall be signed by a supervisor specifically designated as responsible for coordination of hot work and fire watch requirements.

Government requests DSI response to why a fire watch was not stationed in the captains stateroom during the welding. Government requests DSI response to why notification of night work above the captains stateroom was not relayed to S/F. Government requests DSI response to what the shipyards proper procedure is and how DSI plans to prevent this from occurring in the future.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

Contractor will reiterate to the shops about understanding the requirements of the specification and will hold training on fire watch requirements and placement.

QUALITY DEFICIENCY REPORT

FROM: <div style="background-color: black; color: red; padding: 2px;">(b)(6)</div> USNS SPEARHEAD	SPEC NO. N3220517C4150	ITEM# and QDR# 0102 10
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405		
	DATE DISCOVERED 12/20/17	

SHIP and HULL NO.

USNS SPEARHEAD 1

Work Item Title:

STRUCTURAL INSPECTIONS

REFERENCES

SPECIFICATION Item No: 0102	PAGE	LINE	PARAGRAPH
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:

DESCRIPTION OF DEFICIENCY(IES):

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION TAKEN BE PROVIDED TO THE GOVERNMENT BY 26/12/2017	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

Contractor performed air-leak test on the starboard side lower forepeak and identified 2 each leaks. ABS requested on 12/6/2017 to remove coating system to inspect the weld and base material.

A joint inspection was held 12/9/2017 with ABS surveyor (b)(6) and MSCREP after removing the coating system. ABS requested the cracked weld be removed and the fit up joint between the shell plate and backing structure be inspected.

Never issued to Contractor - Contractor made repairs on their own accord.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS SPEARHEAD	SPEC NO. N3220517C4150	ITEM# and QDR# 0907 11
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405		
	DATE DISCOVERED 12/31/17	

SHIP and HULL NO.

USNS SPEARHEAD 1

Work Item Title:

WATERJET MAINTENANCE Specificationx

REFERENCES

SPECIFICATION Item No: 0907	PAGE	LINE	PARAGRAPH
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION BE PROVIDED TO THE GOVERNMENT BY 04/01/2018	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

On 30 Dec 2017, Ship force discovered damages to the Jet Drive Room overhead.

In chainfall attachment locations above each of the four tailshaft access, DSI has damaged the overhead structural angles with steel rigging cables and I-beam clamps (see attachments). The excessive tension while rigging has ripped through the aluminum gussets and bent / twisted several frames. Several areas show signs of repetitive failure during the rigging process, indicating the riggers were aware of the failures yet moved to damage the adjacent structure in a similar fashion.

DSI's has ensured the OMT repairs shall be made within the POP.

Government request the contractor to provide an plan of action and detailed schedule of repairs.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

Contractor acknowledges incident described in attachment 'A', the Rigging Ship has conducted training on proper rigging structural points. Contractor will repair all damage it caused to the overhead structure at no cost to the government.

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS SPEARHEAD	SPEC NO. N3220517C4150	ITEM# 0011	and QDR# 12
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405			
	DATE DISCOVERED 01/07/18		

SHIP and HULL NO.

USNS SPEARHEAD 1

Work Item Title:

GENERAL SERVICES FOR SHIP Specificationx

REFERENCES

SPECIFICATION Item No: 0011	PAGE 0011-7	LINE 7.1.11.1	PARAGRAPH 7.1.11
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION BE PROVIDED TO THE GOVERNMENT BY 10/01/2018	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

Ship Force found the heat strip services for FAS station motor was not working. Motor was exposed to snow and ice with no indication heat strip working in any capacity (see attachment). Since 11 Dec 2017, 22 of 52 heat strip / heat lamp services were either moved, disconnected or not functioning at all. Lack of consistent services has jeopardized the motors to function properly in the near future.

- Government request response from the contractor why these known issues were not addressed prior to inclement weather.
- Government request response from the contractor of their plans to correct heat strip / heat lamp problems for motors in jeopardy. (see attachment for list of motors noted with an asterisk).
- Government request response from the contractor of their plans to ensure every motor will function properly before the time of light-off.
- Government request response from the contractor of their to plans for any motor found damaged.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

Contractor acknowledges that heat strip were mistakenly unplugged, Heat Strips has been checked and are working again, contractor will verify status of heat strips at the beginning and end of each shift. Contractor will take meger readings prior to light off to ensure status of the motor, the lack of heat in itself should not damage the motor, there should be no damage to motors unless they had problems prior to the vessel arrival.

As a team that should be working together, it is MSC's and Detyens' responsibility to protect the vessel and its equipment. When Ship's force and/or the MSC OMT noticed the heat strip unplugged, we find it hard to understand why they simply didn't plug it back in (rather than walk off and leave it) then alert Detyens that a heat strip was discovered not plugged in. This is the true level of Teamwork and Cooperation Detyens has received during this whole availability.

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS SPEARHEAD	SPEC NO. N3220517C4150	ITEM# and QDR# 0108 13
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405		
	DATE DISCOVERED 01/17/18	

SHIP and HULL NO.

USNS SPEARHEAD 1

Work Item Title:

PUMP ROOM 5 AND 6 SHELL REPLACEMENT

REFERENCES

SPECIFICATION Item No: 0108	PAGE	LINE	PARAGRAPH
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION TAKEN BE PROVIDED TO THE GOVERNMENT BY 24/01/2018	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

On 1/17/28 at 1300, during a walk-through with DSI, MSCREP and ABS for a checkpoint fit-up of the T-BEAM clips, it was found that the keel web section approximately 3 ft in length from frame 31 to frame 32 was buckled. Damaged noted began at keel weld seam just forward of the newly installed bulkhead over the new weld seam in the shell plate in the AFT section of the tank. Damage was also found on the inboard transverse frame 31 web section, buckling approximately 2 ft in length from the keel inboard. In total approximately 10 sq ft of buckled plate.

Inspection of clips was in direct line with keel buckling. From investigating the extent of buckled keel the transverse frame was noted to be buckled as well. Deformations in frame and keel was noted on the inboard side of the Fuel tank directly under the fuel fill line, fuel stripping line, fuel transfer line and fuel vent line.

Upon further investigation of the transverse frame burns marks consistent with fire damage was found on the FWD side of the web section of the transverse frame. There was enough heat to allow the transverse frame to deform, crystallize and char the aluminum. Direct cause cannot be determined at this point. However in the previous days there has been numerous chemicals in the space (acetone, PT cleaner, PT dye and PT developer soaked rags) while welding. During inspection of Clips on 1/17/18 at 1300, fuel was found to have leaked by blanks into the space and shutdown hot work for night shift and the majority of the following day day shift until a marine chemist could re-certify the space at approximately 1400 1/18/18.

Per WI 0011 Paragraph 7.4.3 "The contractor shall be responsible for the entire ship from the time of delivery to the contractor until the MSCREP accepts it for redelivery. All ship's parts, equipment, systems, etc., damaged or destroyed by the contractor shall be repaired or replaced, as original, at contractor's expense."

Per WI 0016 Paragraph 7.7 "7.7 In the event that a fire does occur onboard the vessel, contractor shall notify the ship's officer and the MSCREP immediately. Contractor shall prepare and submit a formal report within 24 hours of the occurrence, including information on cause of the fire, actions taken to extinguish the fire, personnel involved, any damage or injuries, and corrective actions being taken by the contractor to prevent future occurrences."

Government acknowledges DSI has began the repair process to noted locations above at no cost to the government.

Please see attached photos.

Government requests a log of hot work that was signed off between DSI and Ships Force and a list of assigned fire watch personnel for that space during the incident.

Government requests a response to how DSI plans to prevent future occurrence of isolated Fires which resulted in structural damage to the transverse frame.

Government requests a response to what training and oversight the fire watches had prior to this event.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

Contractor has the importance to all trades and fire watches the importance of reporting incidents to their supervisor in order that the contractor can properly investigate and report any incidents to the government. Contract has replaced damaged material at no cost to the government.

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS SPEARHEAD	SPEC NO. N3220517C4150	ITEM# and QDR# 0505 14
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405		
	DATE DISCOVERED 01/25/18	

SHIP and HULL NO.

USNS SPEARHEAD 1

Work Item Title:

5 YEAR CAPSTANS AND ANCHOR WINCH MAINTENANCE

REFERENCES

SPECIFICATION Item No: 0505	PAGE 2	LINE	PARAGRAPH 7.2
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION TAKEN BE PROVIDED null	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

On 1/25/18 MSCREP and Ships Force found anchor wire damage. Damage appears to be a kink induced while transporting wire or mishandling the wire. Attached photos show extent of damage that reaches to the core of the wire in the middle of the overhaul length of the wire.

Per original work item 505 paragraph 7.2 contractor provided condition report number 103 of the inspected wire as required. No indications or remarks about damaged was mentioned. Wire was SAT.

Per WI 0011 Paragraph 7.4.3 "The contractor shall be responsible for the entire ship from the time of delivery to the contractor until the MSCREP accepts it for redelivery. All ship's parts, equipment, systems, etc., damaged or destroyed by the contractor shall be repaired or replaced, as original, at contractor's expense."

Government requests response from DSI as how to prevent future occurrences.

Government requests DSI to replace anchor wire at no cost to the government.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

Contractor is in the process of getting anchor wire in question visually inspected and pull tested by Charleston Rigging & Marine Hardware and will make a statement after testing is complete.

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS SPEARHEAD	SPEC NO. N3220517C4150	ITEM# and QDR# 0505 15
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405		
	DATE DISCOVERED 01/28/18	

SHIP and HULL NO.

USNS SPEARHEAD 1

Work Item Title:

5 YEAR CAPSTANS AND ANCHOR WINCH MAINTENANCE

REFERENCES

SPECIFICATION Item No: 0505	PAGE 2	LINE	PARAGRAPH 7.1
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION BE PROVIDED TO THE GOVERNMENT BY 31/01/2018	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

On 1/28/18 Coastal Marine Equipment Technician confirmed anchor windless seal and clutch assembly was damaged during operation test of system due to hydraulic hoses not being installed correctly. OEM was not onsite during the installation of the hydraulic assembly or the original operation test as stated in paragraph 7.1 of original work item.

DSI has already confirmed they will replace damaged equipment. This QDR is for documentation purposes only.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

Contractor agrees with government assessments and repairs are already in progress and will be completed at no cost to the government.

QUALITY DEFICIENCY REPORT

FROM: <div style="background-color: black; color: red; padding: 2px;">(b)(6)</div> USNS SPEARHEAD	SPEC NO. N3220517C4150	ITEM# and QDR# 0011 16
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405		
	DATE DISCOVERED 02/08/18	

SHIP and HULL NO.

USNS SPEARHEAD 1

Work Item Title:

GENERAL SERVICES FOR SHIP Specificationx

REFERENCES

SPECIFICATION Item No: 0011	PAGE 1-3	LINE	PARAGRAPH 7.1.1
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:

DESCRIPTION OF DEFICIENCY(IES):

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION TAKEN BE PROVIDED null	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

On 2/7/18 around 2300 DSI lost shore power to the vessel and did not restore power until approximately 0300. On 2/8/18 approximately 1100, DSI lost shore power again also burning the shore power cable leading to the vessel. Safety and shore power configuration is in question of available shore services.

Government requesting solution from contractor to stabilize shore power.

Government requesting solution to ensure safety precautions are met for personnel and equipment.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

CONTRACTOR'S REPLY (Authorized Representative)

Contractor acknowledges the following problems on 2/7/18 and 2/8/18:
On 2/7/18, while refueling the emergency generator the maintenance man slipped and hit the kill switch, therefore cutting the generator off. While attempting to restart the generator it was discovered that the battery voltage was not sufficient to restart the generator. This was a rental generator that had just been brought on site and Detyens was not aware of the bad batteries. After attempts to restart the generator the shipyard began reconnecting the shore power cables to the ship. Once power was connected shore power was established to the ship.
Solution to prevent again:
1) Install and/or verify protective cover on emergency switch so accidental shut down does not take place.
2) Conduct a more thorough and close up inspection of rental equipment brought on site. On 2/8/18 while ship was conducting dock trials, one leg of the shore power was showing signs of heat stress due to excessive amperage from the vessel. Shortly after the shore power tripped due to over current condition. The condition was so severe it damaged the shore powder breaker. Once the shore power was secured, the connection was repaired and the power was obtained from another circuit, as this happened during dock trials we expect excessive start up loads.
Solution to prevent again:
1) During dock trials ship will be required to be on ships power.

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS ARCTIC	SPEC NO. N3220517C4209	ITEM# 0201	and QDR# 1
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405			
	DATE DISCOVERED 12/13/17		

SHIP and HULL NO.

USNS ARCTIC 8

Work Item Title:

Line Shaft Bearings-Inspect

REFERENCES

SPECIFICATION Item No: 0201	PAGE	LINE 7.6.1 ,7.6.2,7.	PARAGRAPH 3.0
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:

DESCRIPTION OF DEFICIENCY(IES):

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION BE PROVIDED TO THE GOVERNMENT BY 15/12/2017	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

During Sea Trials on 9 December 2017, an unusual noise was heard from 2A and 2B Line shaft bearings(LSB) on the Port Shaft. Arctic returned to DSI on 10 December 2017 to begin investigation of the noise. During disassembly of the LSB's it was noted and photographed that the bearing seats had not been dressed. Numerous areas of galling were still present. Disassembly revealed that the Oil scraper that was replaced IAW 7.6.5 would bind axially during rotation of the shaft. Scraper is of different size and dimensions when compared to the old scraper. After several unsuccessful attempts to align the oil disk so the scraper would not bind during rotation, the decision was made by the OEM rep to request permission to modify the scraper. The DSI Project manager requested drawings from American Metal Bearing (AMB) but was denied. Bearings were rolled out to ensure no damage was incurred. 2A LSB was noted and photographed to have displaced Babbitt. A true fit was not accomplished IAW 7.6.1 and 7.6.2
QDR is issued for poor Subcontractor performance resulting in a seven(7) day delay of departure and contract completion.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS CARSON CITY	SPEC NO. N32205-17-C-4701	ITEM# 0001	and QDR# 1
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405			
	DATE DISCOVERED 06/09/17		

SHIP and HULL NO.

USNS CARSON CITY 7

Work Item Title:

INTENT SCOPE GEN REQUIREMENTS DEFINITIONS

REFERENCES

SPECIFICATION Item No: 0001	PAGE 0001-12	LINE	PARAGRAPH 8.1.2
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION BE PROVIDED TO THE GOVERNMENT BY 12/06/2017	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

On 08 June 2017 at approximately 1340, one (1) Detyens Shipyard (DSI) Rigger was directing crane operator to remove a trash bin from the forepeak of USNS CARSON CITY. DSI Rigger and crane operator were reportedly aware of the forward mast and two (2) braided wire supports running aft. While lifting the trash bin off of the forepeak, the trash bin contacted the mast's braided wire support and pulled the forward mast down, shearing at the base. The mast contacted and punctured the forepeak deck, broke wiring internal to the mast, and broke the nav light.

Detyens Shipyard to (1) repair or replace all damaged equipment and structure IAW WI 001 para 8.1.2 and (2) address the correction as to cause to prevent further damage to ship and limit danger to personnel.

MSCREP

DATE

(b)(6)

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

QUALITY DEFICIENCY REPORT

FROM: <div style="background-color: black; color: red; padding: 2px;">(b)(6)</div> USNS LENTHALL	SPEC NO. N32205-18-C-4006	ITEM# and QDR# 1003 1
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405	DATE DISCOVERED 05/16/18	

SHIP and HULL NO.

USNS LENTHALL 189

Work Item Title:

STATION 3 SLIDING BLOCK CHAIN REPLACEMENT

REFERENCES

SPECIFICATION Item No: 1003	PAGE	LINE	PARAGRAPH 7.3.4
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:

DESCRIPTION OF DEFICIENCY(IES):

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION TAKEN BE PROVIDED TO THE GOVERNMENT BY 21/05/2018	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

On Tuesday May 15, 2018 at APPROX. 0930 while removing the chain from the UNREP RAS Station No.3 per WI 1003 Paragraph 7.3.4 an incident occurred in which the Chain was dropped, striking the sliding Block assembly causing damage to the Clevis ARM. The Crane whip line with the Headache Ball attached then dropped to the deck causing a deformation in the deck and damage to the non-skid.

Request contractor provide accounting of incident. The contractor shall provide a plan on how this will not be repeated in the future.

Request Contractor explain how it plans to make repairs to Sliding block clevis, Damaged Deck and no-skid and not impact ships schedule.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

QUALITY DEFICIENCY REPORT

FROM: <div style="background-color: black; color: red; padding: 2px;">(b)(6)</div> USNS LENTHALL	SPEC NO. N32205-18-C-4006	ITEM# and QDR# 0504A 2
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405	DATE DISCOVERED 05/18/18	

SHIP and HULL NO.

USNS LENTHALL 189

Work Item Title:

EVAPORATOR REPLACEMENT (T-ALT 0907) REV A

REFERENCES

SPECIFICATION Item No: 0504A	PAGE	LINE	PARAGRAPH 7.2.1
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:

DESCRIPTION OF DEFICIENCY(IES):

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION BE PROVIDED TO THE GOVERNMENT BY 22/05/2018	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

During Rigging of the old evaporator units from the Engine Room 40 foot flat on Thursday night May 17,2018, the spare AICO Diesel Turbo Charger was hit pushing it into a ventilation duct damaging the vent duct. The turbo Charger had wood blanks covering the Air inlet casing and the Air Discharge casing.The wood blank for the Air inlet was knocked off and the wood cover for the Air Discharge was damaged.

Request contractor provide report of what happened with a plan for how they can keep this from happening again.

Request contractor have spare turbo charger open and inspected by OEM to assure no damage or foreign objects got into casing. Contractor shall also make repairs to damaged vent.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS LENTHALL	SPEC NO. N32205-18-C-4006	ITEM# 0501A	and QDR# 3
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405			
	DATE DISCOVERED 05/28/18		

SHIP and HULL NO.

USNS LENTHALL 189

Work Item Title:

No. 3 Resilient Engine Mount Replacement REV A

REFERENCES

SPECIFICATION Item No: 0501A	PAGE	LINE	PARAGRAPH
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION BE PROVIDED TO THE GOVERNMENT BY 31/05/2018	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

On Board The USNS John Lenthall at Approx. 1530 Sunday May 27, 2018 the Second Engineer was making rounds when the he came up on workers do Hot Work around the NR. three (3) SSDG when he approached them and asked if they had approved Hot Work they had no reply and immediately stopped.

At Approx. 1600 on Sunday May 27, 2018 they returned with A Hot Work Ticket requesting that it get signed the 3rd mate on watch signed the ticket with out knowing that there was no Marine Chemist certification for the area. They then continued this job with standing Oil under the engine.

It was never brought to any one's attention that there was going to have to be welding performed on the Engine because welding on an engine. When Welding in or around an engine you have to be extra careful not to cause damage to the engine like arcing the bearings.

Request Contractor investigate what take place and provide the MSC representative a detailed accounting of what happened and to assure MSC that there was no internal damage to the Engine.

Request Contractor provide a report of how this will not happen in the future.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

QUALITY DEFICIENCY REPORT

FROM: <div style="background-color: black; color: red; padding: 2px;">(b)(6)</div> USNS LENTHALL	SPEC NO. N32205-18-C-4006	ITEM# and QDR# 0202 4
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405		
	DATE DISCOVERED 05/31/18	

SHIP and HULL NO.

USNS LENTHALL 189

Work Item Title:

Main Reduction Gear Annual Inspection

REFERENCES

SPECIFICATION Item No: 0202	PAGE	LINE	PARAGRAPH
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:

DESCRIPTION OF DEFICIENCY(IES):

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION BE PROVIDED TO THE GOVERNMENT BY 04/06/2018	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

During the Removal of the Main Engine Coupling guard cage located on the STBD side the STBD Oil Distribution Box Part No. 115757000 was damaged. The contractor visible damaged one(1) Pitch Pot, The other Two(2) Pitch Pots are suspect Part No. R-1-3-17. The Handle for manual control of the OD Box was broken off and Aft selection handle was bent that controls the Off/ Auto/ Manual operation of the OD box this is part of Manifold Block assemble Part No. 115657105. Some of the Electrical Control Cables were damaged.

There was no know work happening in this area why was the cage removed?

Request Contractor investigate what happened and assure the government on how it plans for this not to happen in the future.

Request contractor advise the Government on how it plans to make repairs to the OD Box. The contractor shall advise the government on how it plans to demonstrate that all repairs have been made in accordance with the OEM requirements and tested to the satisfaction of the Chief Engineer.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS LENTHALL	SPEC NO. N32205-18-C-4006	ITEM# 0501A	and QDR# 5
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405			
	DATE DISCOVERED 06/09/18		

SHIP and HULL NO.

USNS LENTHALL 189

Work Item Title:

No. 3 Resilient Engine Mount Replacement REV A

REFERENCES

SPECIFICATION Item No: 0501A	PAGE	LINE	PARAGRAPH 7.3
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION BE PROVIDED TO THE GOVERNMENT BY 13/06/2018	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

An inspection of the piping on the SSDG No.3 piping was done after installation and during that inspection it was discovered that some of the Hardware was not properly installed. So during the disassemble to replace the improperly installed hardware there was a foreign object (RAG) found in one of the pieces of pipe.

Request contractor respond with how it plans on assuring the government that there is no other piping with foreign material in them.

Request contractor provide a QA plan on how its plans for this not to happen in the future.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

QUALITY DEFICIENCY REPORT

FROM: <div style="background-color: black; color: red; padding: 2px;">(b)(6)</div> USNS LENTHALL	SPEC NO. N32205-18-C-4006	ITEM# and QDR# 1003 6
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405		
	DATE DISCOVERED 06/25/18	

SHIP and HULL NO.

USNS LENTHALL 189

Work Item Title:

STATION 3 SLIDING BLOCK CHAIN REPLACEMENT

REFERENCES

SPECIFICATION Item No: 1003	PAGE	LINE	PARAGRAPH 7.3.8
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:

DESCRIPTION OF DEFICIENCY(IES):

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION TAKEN BE PROVIDED TO THE GOVERNMENT BY 28/06/2018	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

During the removal of the new government provided chain from the crate to the time that the chain was installed on the fwd NO.3 Sliding block sprockets, it looks as if a side load was applied to the chain causing deformation. The specification has a Caution Statement Paragraph that states: DO NOT NOT APPLY A SIDE LOAD TO CHAIN WHILE HANDLING OR LIFTING. HANDLING OR LIFTING CHAIN IN OTHER THAN NORMAL FLEX DIRECTION WILL CAUSE PERMANENT DEFORMATION.

Request contractor provide a plan for repair and if repair will affect ship's schedule.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS PEARY	SPEC NO. N3220518C4250	ITEM# 0021	and QDR# 1
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405			
	DATE DISCOVERED 04/09/18		

SHIP and HULL NO.

USNS PEARY 5

Work Item Title:

CLEAN AND GAS FREE TANKS, VOIDS AND COFFERDAMS

REFERENCES

SPECIFICATION Item No: 0021	PAGE 4	LINE 2	PARAGRAPH 7.7
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION BE PROVIDED TO THE GOVERNMENT BY 12/04/2018	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

On Saturday 4/6/2018 while executing a call out for ABS survey of ballast tank 6-54-1 and 6-54-2 were not prepared to the ABS inspectors' expectations and he could not survey the tank bottom due to water and silt presence. For subsequent inspections, request tank condition meet the requirement of para. 7.7.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

SEE ATTACHMENT

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS PEARY	SPEC NO. N3220518C4250	ITEM# 0903	and QDR# 2
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405			
	DATE DISCOVERED 04/12/18		

SHIP and HULL NO.

USNS PEARY 5

Work Item Title:

PROPELLER SHAFT AND STERN TUBE INSPECTION Rev5

REFERENCES

SPECIFICATION Item No: 0903	PAGE	LINE	PARAGRAPH
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION BE PROVIDED TO THE GOVERNMENT BY 15/04/2018	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

On Wednesday evening (4/11/18) back shift was tasked to blast the inside of the stern tube. Blasters also blasted the entire exposed rudder post and contaminated the steering gear with blast grit. Request DSI identify how this will be prevented in the future & the recovery plan regarding the contaminated steering gear & preserving the rudder post.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS PEARY	SPEC NO. N3220518C4250	ITEM# and QDR# 0556 3
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405		
	DATE DISCOVERED 04/18/18	

SHIP and HULL NO.

USNS PEARY 5

Work Item Title:

Steering Gear Preventive Maintenance 7-10 Year

REFERENCES

SPECIFICATION Item No: 0556	PAGE	LINE	PARAGRAPH
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION BE PROVIDED null	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

ROLLS ROYCE REP HAD DIFFICULTY GETTING THE RUDDER UP INTO THE ROTOR TO EXTENT NECESSARY. UNIT WAS DISASSMEBLED AND SAND BLAST GRIT WAS DISCOVERED BETWEEN THE TAPER OF THE RUDDER POST AND THE ROTOR.
REQUEST DSI HAVE A CHECKPOINT WITH MSCREP/OEM/DSI QA TO VERIFY CLEANLINESS PRIOR TO REASSEMBLY, AFTER DSI CONDUCTS THEIR OWN PRELIMINARY CLEANLINESS INSPECTION.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS PEARY	SPEC NO. N3220518C4250	ITEM# 0556	and	QDR# 4
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405				
	DATE DISCOVERED 05/04/18			

SHIP and HULL NO.

USNS PEARY 5

Work Item Title:

Steering Gear Preventive Maintenance 7-10 Year

REFERENCES

SPECIFICATION Item No: 0556	PAGE	LINE	PARAGRAPH
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION TAKEN BE PROVIDED null	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

The latest production schedule reports that CCO-14-change rudder seals, would complete on 5/2. MSC has requested the status of the manufacturing and delivery of the replacement rudder seal housings and Lipp seals associated with CCO-14. This unit will delay undocking which is scheduled to occur in 9 days. Request DSI advise customer as to when said unit will be installed. A shift to the right of undocking will impact several other milestones, to include crew move-aboard. The crew is scheduled to depart the hotel on May 13th and move aboard.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS LEWIS AND CLARK	SPEC NO. N3220518C4253	ITEM# 0512	and QDR# 1
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405			
	DATE DISCOVERED 06/22/18		

SHIP and HULL NO.

USNS LEWIS AND CLARK 1

Work Item Title:

REPLACE NO. 5 AC COMPRESSOR

REFERENCES

SPECIFICATION Item No: 0512	PAGE 2.1	LINE	PARAGRAPH
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION TAKEN BE PROVIDED TO THE GOVERNMENT BY 25/06/2018	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

Contractor has failed to maintain GFM supplied material in an acceptable condition prior to installation. Per reference 2.1 TECHNICAL MANUAL FOR REFRIGERATION PLANT, AIR CONDITIONING, Page 72, "While the plant is being assembled, every possible practical step should be taken to prevent moisture entering the cooling system."

Currently GFM supplied Compressor does not have a blank and gasket installed on the discharge of the compressor which is allowing moisture and dirt to enter the compressor. This compressor has been in this state for approx 5 days, even after talking to shipyard personnel and sub contractors responsible for this work item.

Compressor needs blanks and gaskets installed as necessary to maintain the interior of the compressor dry and clean prior to piping assembly. Reinstate the nitrogen charge that the unit was shipped with to help purge and dry the compressor. Disassembled sections of piping are now starting to show flash rust and all components need to be inspected prior to assembly.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS LEWIS AND CLARK	SPEC NO. N3220518C4253	ITEM# 0519	and QDR# 2
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405	DATE DISCOVERED 07/30/18		

SHIP and HULL NO.

USNS LEWIS AND CLARK 1

Work Item Title:

LTFW CLR CLNING AND GASKET REPLACEMENT

REFERENCES

SPECIFICATION Item No: 0519	PAGE	LINE	PARAGRAPH
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION BE PROVIDED TO THE GOVERNMENT BY 01/08/2018	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

Currently Kelvion is working all LTFW Coolers Plates under WI 519. They have dented numerous plates from poor handling and overtightening the plates.

Kelvion has failed in every attempt to pass hydro in any of the three LTFW coolers. Based on DSI production schedule Kelvion should be complete on July 30th.

MSC request DSI to bring either WALASHEK or PHEX as a third party evaluator to assist Kelvion in order to complete work. Engine room and Crew move milestones cannot be achieved with out a single cooler.

<hr/>	
MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS LEWIS AND CLARK	SPEC NO. N3220518C4253	ITEM# 0916	and QDR# 3
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405	DATE DISCOVERED 07/30/18		

SHIP and HULL NO.

USNS LEWIS AND CLARK 1

Work Item Title:

UNDERWATER HULL CLEANING AND PAINTING (SPOT

REFERENCES

SPECIFICATION Item No: 0916	PAGE	LINE	PARAGRAPH
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION BE PROVIDED TO THE GOVERNMENT BY 04/08/2018	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

During undocking and mooring to Pier C a Steel Beam protruding along side the pier damage the newly painted Boot topping. Request to prepare and recoat damage boot topping.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS LEWIS AND CLARK	SPEC NO. N3220518C4253	ITEM# 1011	and QDR# 4
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405	DATE DISCOVERED 08/10/18		

SHIP and HULL NO.

USNS LEWIS AND CLARK 1

Work Item Title:

HELO AND HANGAR DECK NON-SKID RENEWAL(1)

REFERENCES

SPECIFICATION Item No: 1011	PAGE	LINE	PARAGRAPH 7.3.11 and 7.4
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION BE PROVIDED TO THE GOVERNMENT BY 13/08/2018	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

Current condition of the first coat of prime coat of Amercoat 137 buff is unacceptable. PPG technical representative states that the orange peel, milking and lack of adhesion due to being submerged in water. The prime coat of 137 that was applied at 1900 on Aug 9th was submerged due to a known incoming rain storm. This was stated by the PPG Rep at 1900, and Port engineer at 1630 prior to application of paint to the flight deck. Main industry did not have a QA representative onsite prior to coating application and QA ticket was not signed as acceptable prior to application of paint. Paragraph 7.4.1 requires that the paint rep and MSC port engineer shall approve the surface preparations and cure time prior to coating the flight deck. There was no official after hours call out for flight deck surface prep inspection.

Navsea Chapter 634 Paragraph 3.26.6.2 Moisture will alter the polymerization of epoxies. The result can be blooming, blushing (formation of a ?lm on the surface of the paint) or carbamation. When this ?lm forms, it can cause an intercoat adhesionfailure (two coatings which fail to bond together).

PPG coating deficiency report dated 8/10/18 dictates that all incorrect coating systems be removed to bare steel, in accordance to Navsea 634 to ensure that the coating system has acceptable adhesion.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

QUALITY DEFICIENCY REPORT

FROM: <div style="background-color: black; color: red; padding: 2px;">(b)(6)</div> USNS APACHE (DECOM)	SPEC NO. N32205-18-C-4550	ITEM# and QDR# 0016 1
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405		
	DATE DISCOVERED 06/06/18	

SHIP and HULL NO.

USNS APACHE (DECOM)

Work Item Title:

Fire Protection and Ships Safety Program

REFERENCES

SPECIFICATION Item No: 0016	PAGE 016-5	LINE	PARAGRAPH 7.8,7.9
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION TAKEN BE PROVIDED TO THE GOVERNMENT BY 09/06/2018	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

Shipyard was removing the STBD Rope Guard without a Hot Work Chit and Fire Watch

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

Contractor acknowledges the incident. Contractor took immediate corrective action when issue was identified. The supervisor and production workers have been corrected and retrained to follow the guidelines provided in the specification under Item 0016, paragraph 7.8 through 7.9.

QUALITY DEFICIENCY REPORT

FROM: <div style="background-color: black; color: red; padding: 2px;">(b)(6)</div> USNS APACHE (DECOM)	SPEC NO. N32205-18-C-4550	ITEM# and QDR# 0021 2
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405		
	DATE DISCOVERED 06/06/18	

SHIP and HULL NO.

USNS APACHE (DECOM)

Work Item Title:

CLEAN AND GAS FREE TANKS VOIDS AND COFFERDAMS

REFERENCES

SPECIFICATION Item No: 0021	PAGE	LINE	PARAGRAPH
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION TAKEN BE PROVIDED null	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

4 June 2018 on second shift Detyens Shipyard opened the CHT tank and Ballast Tanks with the exception of Ballast tank 3 without proper Tag Out Lock Outs.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS APACHE (DECOM)	SPEC NO. N32205-18-C-4550	ITEM# 0011	and QDR# 3
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405			
	DATE DISCOVERED 06/06/18		

SHIP and HULL NO.

USNS APACHE (DECOM)

Work Item Title:

GENERAL SERVICES FOR SHIP T ATF REV APR 2010 APA

REFERENCES

SPECIFICATION Item No: 0011	PAGE 0011-13	LINE 5	PARAGRAPH 7.1.17.1
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION BE PROVIDED TO THE GOVERNMENT BY 09/06/2018	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

Vessel has been with out a second Gangway since Dry Docking on 04 June. Per Para 7.1.17.1. The second Gangway is required for emergency exits.

At approx. 1119, received info from vessel that the "2nd Gangway in place" It landed pretty hard (from about 5'-8' above the deck), during this evolution Damage was sustained on one of the eyelets Ship's force uses to secure the open area with chains when brow is not in use.

See Attached picture.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

The requirement for the emergency gangway was identified by the Port Engineer at 0800 Plan of the Day meeting on 6/6/18. Contractor installed the gangway by 1115 as described in Attachment A.

Contractor acknowledges the incident. Ship Superintendent witnessed the emergency gangway come down hard from a height of 2' above the ship's handrail. One 1" eyelet was damaged and there were no injuries. Detyens Safety personnel were notified and the Incident Report was generated.

It has been re-emphasized to the crane operator and rigging signalmen involved to maintain a clear line of communication and clear line of sight during all rigging operations.

Contractor will repair the eyelet at no cost to the government.

QUALITY DEFICIENCY REPORT

FROM: <div style="background-color: black; color: red; padding: 2px;">(b)(6)</div> USNS APACHE (DECOM)	SPEC NO. N32205-18-C-4550	ITEM# and QDR# 0016 4
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405		
	DATE DISCOVERED 06/10/18	

SHIP and HULL NO.

USNS APACHE (DECOM)

Work Item Title:

Fire Protection and Ships Safety Program

REFERENCES

SPECIFICATION Item No: 0016	PAGE 016-7	LINE	PARAGRAPH 7.16
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION TAKEN BE PROVIDED TO THE GOVERNMENT BY 15/06/2018	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

On 09 June 2018 at approximately 1545 Apache Third Engineer (b)(6) was climbing up from the low suction of the Fore Peak tank when he grabbed a pipe and received an electric shock. There was a broken light bulb with an exposed filament and a missing safety cage on the shipyard provided lighting for the tank. The lighting string was bumped during the transit out of the tank which caused the broken light to contact the pipe when (b)(6) was shocked and the entire lighting string shorted out.

15 June 2018

Review of statement from Detyens Shipyard.

Detyens Shipyard was informed when the Apache Port Engineer was notified. Inspecting the lighting in the tanks is a function of Detyens Safety Officer not QA or the Detyens Superintendent. Detyens shipyard should accept responsibility for the defective lighting and the lack of a proper inspection of the installed equipment. The installed temporary lighting string was defective. The explosive proof cage for the exposed light bulb filament was not there. The ship did not remove it. There is a reasonable expectation from the customer that the installed lighting was properly inspected and tested prior to installation.

No further actions are required by MSC

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

Detyens was not made aware of this situation until the following day. No one from the ship or management team contacted Detyens management team about the incident. All safety discrepancies should be reported immediately in order to prevent additional incidents. Emails or phone calls hours/days after the safety incident are unacceptable. The Fore Peak tank was inspected earlier that day by Detyens QA and Ship Superintendent, no broken light bulbs or missing safety cages were identified. Detyens can only assume that the bulb and cage were damaged at some point after the inspection or by the crew member entering the tank. The light has since been replaced.

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS APACHE (DECOM)	SPEC NO. N32205-18-C-4550	ITEM# 0016	and	QDR# 5
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405				
	DATE DISCOVERED 06/12/18			

SHIP and HULL NO.

USNS APACHE (DECOM)

Work Item Title:

Fire Protection and Ships Safety Program

REFERENCES

SPECIFICATION Item No: 0016	PAGE 016-7	LINE 1st	PARAGRAPH 7.16
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION TAKEN BE PROVIDED	
null	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

On June 11 2018 @ 0927 In SWB Tank #1

It was reported SY worker was exiting the tank when the string of lights in the tank fell onto the worker. PPE arrived onto scene-noting the string of lights had separated exposing bare wires.

On-site SY Supervisor instructed SY workers to continue exiting the Tank, PPE stopped personnel movement until the exposed live wire which was wrapped around the tank protection hook could be rectified and/or de-energized.

Response to Detyens to the QDR:

The description of the events reported by the Apache Port Engineer are correct. The Detyens Supervisor did not have anything in Her hands upon the PPE arrival on scene. Detyens Shipyard did not secure power prior to having personnel exit the tank. The Supervisor had one hand on the gentleman that was sitting in the Man Hole. The PPE looked down the Man Hole and saw the string of lights piled at the bottom of the ladder. Detyens Personnel were still in the tank. It was when the PPE looked into the tank when the exposed wires were noticed. The three wires were less that 1/8th of an inch from contacting the metal man hole safety hoop and energized. At no time was there any effort by Detyens shipyard personnel to secure power. Detyens Supervisor did instruct everyone to exit the tank prior to securing the power to the exposed wires. PPE took control of the situation, secured the area stopped personnel movement and the Third Engineer unplugged the lighting string with the exposed wires.

Apache PPE talked to the Detyens Shipyard worker after the events described above.

His description of events:

He was exiting the tank when the light string fell on him. He slipped and hit his shoulder. MSC will not dispute that the lighting string was contacted. The description of kicking is inaccurate. The lighting string was wrapped around the metal man hole safety hoop instead of being properly secured. The JSO may have tripped or contacted the lighting string upon exiting His Office. Inspection of the lighting string and the light indicates that is was repaired prior to the incident.

No further actions are required by MSC.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

The Government's description of events is incorrect. Detyens on site supervisor was removing Detyens equipment from the tank. The Ship's JSO walked past the tank in his stateroom and kicked the light stringer in question, damaging the light stringer and exposing the wires. Detyens people were on the tank ladder and directly outside the tank still in the process of removing equipment from the tank when the incident happened. The Detyens supervisor called for the JSO to unplug the lights as she was unable to do so having equipment in her hands. The Ship's JSO did not respond and walked away. At this point, the Detyens supervisor was trying to finish removing the equipment from the manhole cover that was preventing her from unplugging the lights. The Ship's PE arrived after these events and assisted with the situation. The Ship's JSO should not continue to inhabit his stateroom during the day while production is ongoing in the tank in his room.

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS APACHE (DECOM)	SPEC NO. N32205-18-C-4550	ITEM# 0016	and QDR# 6
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405			
	DATE DISCOVERED 07/26/18		

SHIP and HULL NO.

USNS APACHE (DECOM)

Work Item Title:

Fire Protection and Ships Safety Program

REFERENCES

SPECIFICATION Item No: 0016	PAGE 016-5	LINE	PARAGRAPH 7.8
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION TAKEN BE PROVIDED TO THE GOVERNMENT BY 30/07/2018	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

On 18 July 2018 during the second shift DSI fit up the access plates for Salt Water Ballast Tank #1 Port and STBD. No fire watch was inside the tank as the tank top was closed.

This is the fourth time that DSI has welded onboard the USNS Apache without the required fire watch. Previous incidents were on 6/5/18, 6/15/18 and 7/7/18.

MSC would like to know how DSI plans to prevent future occurrences from happening.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

See Attachment. DSI conduct a Tool Box meeting to emphasize the requirement for valid Chemist Certs and proper Fire Watches prior to conducting welding

QUALITY DEFICIENCY REPORT

FROM: <div style="background-color: black; color: red; padding: 2px;">(b)(6)</div> USNS APACHE (DECOM)	SPEC NO. N32205-18-C-4550	ITEM# and QDR# 0907 7
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405		
	DATE DISCOVERED 08/06/18	

SHIP and HULL NO.

USNS APACHE (DECOM)

Work Item Title:

BOW THRUSTER OVERHAUL

REFERENCES

SPECIFICATION Item No: 0907	PAGE	LINE	PARAGRAPH
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:

DESCRIPTION OF DEFICIENCY(IES):

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION BE PROVIDED TO THE GOVERNMENT BY 09/08/2018	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

02 Aug 2018 - DSI and SMI moving forward with the reassembly of the Bow Thruster at 1712

The Chief Engineer discussed at the morning meeting the importance of cleanliness and noted the lower precision unit was installed. There was no call out to verify cleanliness of the lower housing. After the meeting the DSI Project Manager, PPE, Chief Engineer and Second Engineer went to the Bow Thruster Room to look at the contaminated areas of the upper section of the Bow Thruster. The area was not cleaned and the containment wrap was damaged which allowed industrial dust and debris to enter. The first photo is of the Top Vertical drive mounting area which shows contamination and access to the drive housing which opens to the gear housing.

(b)(6) SMI OEM Rep sent an e-mail on 2 Aug 2018 at 2137 to the DSI PM and Superintendent.

Stating the synopsis of work accomplished on 2 Aug 2018 -
Propeller Hub installed with SKF method Push up
Feedback bracket rack gear and oil distributor inner/outer installed.
Stand By while riggers lift hub in place.

"As requested I will meet with CE to discuss his concerns regarding thruster parts being exposed to dirt.

Please note that all disassembled parts were cleaned and wrapped with protective plastic. Plastic was only removed when an item was being installed. The pinion was lowered in the gear housing in order to check backlash, it was then lifted and now remain hanging above the tunnel. The pinion has been rewrapped to prevent debris from entering."

Aug 3 2018 The Chief Engineer sent another e-mail to the DSI PM expressing the same concerns about the debris in the area atop the gear case which still had not been cleaned prior to reassembly. This is poor marine practices and assembling a precision piece of equipment without properly protecting it from shipyard contamination is not justifiable.

Aug 4 2018 The Chief Engineer e-mailed the PPE to inform Him that the area on the upper gear case was inspected jointly with the SMI Rep and the Cheng. The plywood cover was removed from the vertical drive mount surface.

Results of the inspection are:

Shoulders of gear case insert contained contamination. Removed one representative sample of contamination and one metal flake .195" diameter.

Bore of case where the SS tubing bulkhead mount is fitted has contamination.

Recessed port for pass thru of hydraulic tubing has contamination present

Drive Gear has contamination present on top of gear and main shaft in its current position.

The rest of the inspection was good for cleanliness. Observed contamination on the top side of drive shaft and gear.

The SMI Rep suggested that MSC conduct a flush of the entire system. This is not acceptable as there would be no guarantee that the existing contamination would not cause more damage to the internal components. Metal was found which makes the SMI Reps assertion that the system is cleaned suspect.

The hoses for the Bow Thruster were open and exposed to the industrial work that was accomplished in the Chain Locker and Speed Log.

There is a high degree of uncertainty with the Bow Thrusters cleanliness and the lack of good marine practices to maintain a clean work area during reassembly.

DSI reported that the Upper section of the Bow thruster was installed after the areas identified for cleaning were satisfactory. MSC was not given the opportunity to inspect the areas that had debris prior to final assembly.

Attachment B**CONTRACTOR'S REPLY (Authorized Representative)**

August 2, 2018 After meeting with PPE and Chief Engineer in the space, the Project Manager requested clarification and direction from the OEM SMI Rep. OEM SMI Rep assured the Project Manager that the bow thruster was being reassembled cleanly and properly. Detyens continued reinstalling the bow thruster at the OEM's direction.

August 4, 2018 After joint inspection with Chief Engineer and OEM SMI, Detyens spent (3) shifts cleaning the areas in question to the acceptance of the OEM SMI Rep. OEM SMI Rep documented with pictures and continued bow thruster reinstallation.

Detyens Project Manager and MSC PPE verbally communicated that the bow thruster would continue to be reinstalled per the direction of the OEM SMI Rep and the contract specification.

Please see the attached letter and pictures submitted by the OEM SMI Rep. Please see the attached flushing procedure recommended by the OEM SMI Rep. Please provide approval to complete the flushing procedure as per the OEM SMI Rep. The contract specification does not direct the Contractor to call a checkpoint for MSC to inspect the unit prior to final assembly. The Contractor continued reinstalling the unit at the direction of the OEM SMI Rep. The OEM SMI Rep was satisfied with the cleanliness of the unit prior to all reassembly.

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS APACHE (DECOM)	SPEC NO. N32205-18-C-4550	ITEM# 0601	and QDR# 8
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405			
	DATE DISCOVERED 08/12/18		

SHIP and HULL NO.

USNS APACHE (DECOM)

Work Item Title:

SOLAS DAVIT EXTENSION INSERT AND CONSTANT

REFERENCES

SPECIFICATION Item No: 0601	PAGE 3	LINE All	PARAGRAPH 7.5 and 7.7
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION TAKEN BE PROVIDED null	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

09 Aug 2018 at approximately 1000 the 1E and APE witnessed hydraulic fluid coming from SOLAS Davit crane deck dripping down into the Port side Main Deck cable way and onto main deck directly next to shore power cables. The Allied Tech Rep and DSI were notified.

10 Aug 2018 it was discovered by the Allied Rep and DSI that incorrect amount of seals were installed during installation of hoses. One hose did not have any seals and one hose had two. The leak was caused by improperly installing the hoses.

Provide a plan for cleanup of remaining hydraulic fluid on Main deck and throughout crane and pedestal.

MSCREP

DATE

(b)(6)

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS APACHE (DECOM)	SPEC NO. N32205-18-C-4550	ITEM# 0105	and	QDR# 9
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405				
	DATE DISCOVERED 08/21/18			

SHIP and HULL NO.

USNS APACHE (DECOM)

Work Item Title:

HOUSE PAINTING AND PRESERVATION

REFERENCES

SPECIFICATION Item No: 0105	PAGE CCO 134	LINE	PARAGRAPH
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION TAKEN BE PROVIDED TO THE GOVERNMENT BY 24/08/2018	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

OMT and Ships force have concerns that the Abatement Protocols that were set in place by US Coatings are not being followed, which potentially has contaminated the entire vessel including the dock basin with lead and chromate, the materials that are being abated.

Incidents:

1) 18 August 2018

1452 APE witnessed US Coatings Abatement Protocol not being followed. US COATINGS worker working abatement in aft steering, left containment area (clean room) and onto back deck of ship with dirty Tyvek suit on. Used portable facilities then returned to containment area.

1455 Supervisor did not follow protocol as he left clean room (contaminated by previous worker) and walked through ship up a deck to focsle without use of protective clothing or booties so as not to contaminate the rest of the vessel.

1459 DSI notified.

1515 Additional abatement worker attempted to leave clean room twice with dirty suit on. He changed his mind when coming out he noticed we had not left the area.

1530 APE noted to worker he could not leave containment area with a contaminated suit on, he must put on a clean Tyvek suit.

1532 DSI notified this was not an isolated case, as another worker trying to leave clean room with a dirty suit. DSI noted US Coatings were on there way.

1540 US Coatings arrived. Assured training would be re-addressed with personnel involved. Reprimand would be given.

1551 DSI verified Hygienist (b)(6) gave his recommendation to secure portable latrine, send same crew to use 409 to clean suspect areas from contamination. No swabs or samples taken of any kind at that time. DSI preferred to clean first and just assume area was contaminated where workers had been.

DSI SUP is discussing with US Coatings on how to clean areas now before there is anything spread.

Portable facilities to be moved to pier, cleaned and closed off before any of ships crew uses it.

It was reported that no testing will be done at this time.

2) 21 August 2018

1302 During routine rounds, 1/O (b)(6) was conducting a walk-thru of the 01 LVL and came across a DSI contractor conducting Lead Abatement power tooling on the 01 LVL port Bulwark area. The area of work being conducted was not sectioned off, contained, nor provided a competent seal from potential contamination of adjacent areas. At 1304 1/O (b)(6) notified DSI Superintendent to have the employee stop work and section area off properly so as to prevent contamination and/or risk of injury

MSCREP

DATE

(b)(6)

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

See attached.

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS APACHE (DECOM)	SPEC NO. N32205-18-C-4550	ITEM# 0103	and QDR# 10
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405			
	DATE DISCOVERED 10/05/18		

SHIP and HULL NO.

USNS APACHE (DECOM)

Work Item Title:

GENERAL STEEL WORK

REFERENCES

SPECIFICATION Item No: 0103	PAGE	LINE	PARAGRAPH
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION TAKEN BE PROVIDED TO THE GOVERNMENT BY 08/10/2018	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

03 Oct 2018 During the daily walk thru the Port Engineer discovered that US Coatings was abating Zinc Chromate Paint in the Engine Room overhead where the Off Station Fire Fighting Pipe penetrates the deck. The abatement was accomplished without proper containment, ventilation and the employee was not wearing gloves or respirator. There are zinc paint chips in the engine room bilge on top of switches, Sea Water Valves, gages and in the bottom of the bilge below the STBD OSFP Pipe

Photos attached

03 Oct 2018 During the daily walk thru the Port Engineer discovered that US Coatings was abating Zinc Chromate Paint in the Officers Mess Room compartment 1-32-2 for SWBT #3 Pipe Repair. The abatement was accomplished without proper containment and ventilation. There are zinc paint chips in the lagging and on the deck below the SWBT pipe. Photos attached.

03 Oct 2018 During the daily walk thru the Port Engineer discovered that US Coatings was abating Zinc Chromate Paint in the Dry Provisions and General Store Room compartment 1-25-3 for SWBT #5 Pipe Repair. The abatement was accomplished without proper containment and ventilation. There are zinc paint chips in the lagging and on the deck below the SWBT pipe. Photos attached.

03 Oct 2018 During the daily walk thru the Port Engineer discovered that US Coatings was abating Zinc Chromate Paint in the 1st Assistant Engineer Stateroom compartment 02-34-2 for Stack Steel and drain piping replacement. The abatement was accomplished without proper containment and ventilation. There are zinc paint chips in the lagging, on the deck and in the overhead on the lagging for the potable water piping. Photos attached.

05 Oct 2018 During the daily walk thru the Port Engineer discovered that US Coatings set up ventilation and containment on 4 Oct 2018 in the 1st Assistant Engineer Stateroom compartment 02-34-2 for Stack Steel and drain piping replacement. The containment failed and Zinc Chromate Chips are all over the compartment and on the deck. Additionally there are foot prints with Zinc Chromate tracked through the stateroom and out into the passageway outside the state room. It was also reported that on 4 Oct 2018 at 1230 the US Coatings personnel working in the 1st Assistant Engineers stateroom was standing in the doorway shirtless and the tyvex suit was around his waist. Photos attached

MSCREP

DATE

(b)(6)

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

Detyens has removed interferences for additional work throughout the ship. Most recently, insulation bulkhead panels were removed for additional steel work, piping replacements and kick pipe installations in the Crew's Mess, Officer's Mess, Galley Storage, Second Engineer's Stateroom and Radio.

Detyens contracted US Coatings to complete zinc paint abatement in these areas prior to the actual production work. US Coatings took samples prior to completing the work. Please see attached.

Recommendations:

The removal of the bulkhead panels and insulation has disturbed debris and dust previously trapped behind the bulkhead panels and insulation. Prior to removals of the bulkhead panels, the Project Manager found old insulation and trash piled behind the bulkhead panels and verbally notified the Port Engineer and Chief Engineer. Specifically in the crew's mess, it appears that a temporary repair was accomplished and the trash was simply left behind the bulkhead panels.

The debris and dust appears to be hazardous based on the samples taken by US Coatings. Please note that ~~094~~Coatings

procedure for removing the zinc paint is via chemical stripper. This technique turns the paint into a sludge for removal and does not create any dust or chips.

Prior to any additional interference removals, the Industrial Hygienist needs to be consulted for a way forward to protect Detyens and MSC Employees. Simple interference removals are contaminating the vessel and need to be supported by the Industrial Hygienist. Provide a Change Order to supply Industrial Hygienist support for all interference removals required for any production work required on board. Industrial Hygienist is to provide direction on actions needed to complete production. Industrial Hygienist is to provide air sample monitoring and post work swab samples to prove the areas safe. All areas affected by the interferences removals will have to be thoroughly cleaned before they can be presented to the Industrial Hygienist.

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS APACHE (DECOM)	SPEC NO. N32205-18-C-4550	ITEM# 0914	and QDR# 11
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405			
	DATE DISCOVERED 11/06/18		

SHIP and HULL NO.

USNS APACHE (DECOM)

Work Item Title:

U T READINGS SURVEY ABS

REFERENCES

SPECIFICATION Item No: 0914	PAGE	LINE	PARAGRAPH
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION BE PROVIDED TO THE GOVERNMENT BY 09/11/2018	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

4 Nov 2018 at 1220 Apaches Chief Engineer went to walk the dry dock and discovered Port Propeller Plastic Protective Covering had melted and pooled in the bottom of the Kort Nozzle and could see melted plastic on the propeller blades.

5 Nov 2018 at the 0800 Production Meeting held on USNS Apache the DSI Ships Superintendent was informed that Port Propeller Plastic Protective Covering had melted and pooled in the bottom of the Kort Nozzle and there was melted plastic on Propeller Blades 3 and 4.

5 Nov 2018 The Apaches PPE and the Chief Engineer went to the dry dock for 1100 check point & to look at port propeller blades 3 and 4 from a JLG. Met with DSI Ship Superintendent. The melted plastic was pooled in the bottom of the Kort Nozzle and had damaged the anti fouling paint. The melted plastic fragments were found on the #3 and 4 Propeller Blades, Blade Palms and in the blade seal area. Some fragments were adhered & some flaked and resting atop the hub and in the seal recesses. One photo shows a run of melted material crossing blade seal. Visual inspection and photo shows no material in shaft seal area under rope guard.

DSI refused to Respond to this QDR. Also they did not follow the proper procedure for WI 023

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS YUMA	SPEC NO. N32205-18-C-4703	ITEM# and QDR# 0011 1
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405		
	DATE DISCOVERED 02/05/18	

SHIP and HULL NO.

USNS YUMA 8

Work Item Title:

GENERAL SERVICES FOR SHIP JHSV

REFERENCES

SPECIFICATION Item No: 0011	PAGE 10	LINE 7.1.17.2	PARAGRAPH 7.1.17
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION BE PROVIDED TO THE GOVERNMENT BY 08/02/2018	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

Around 1000 on the morning 4 Feb 2018, the main gangway was found not properly secured or braced resulting in it collapsing from the pier's stair platform. No injuries and damage were reported. This is the second time a gangway has fallen while the ship is moored at pier D. MSC previously addressed with DSI to place more emphasis on securing gangways properly during changing conditions.

Para 7.1.17.2 of Work Item 011 states that "gangways shall be adequately secured against shifting, shall be illuminated and shall be properly trimmed."

MSC requests response from DSI of as to how effective areas were not protected while high winds were foreknown.

<hr/>	
MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

Contractor acknowledges that the gangway collapsed from the platform do to a mooring line breaking under changing weather conditions, contractor will add additional mooring as needed to prevent future incidents.

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS YUMA	SPEC NO. N32205-18-C-4703	ITEM# 0018	and QDR# 2
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405			
	DATE DISCOVERED 02/05/18		

SHIP and HULL NO.

USNS YUMA 8

Work Item Title:

DELIVERY AND REDELIVERY

REFERENCES

SPECIFICATION Item No: 0018	PAGE 1	LINE 7.1.2	PARAGRAPH 7.1
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION TAKEN BE PROVIDED TO THE GOVERNMENT BY 08/02/2018	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

On the morning of 4 Feb 2018 during high winds and high seas, the shipyard's mooring lines parted resulting in the ship not being secured and protected. MSC previously addressed with DSI to place more emphasis on securing mooring lines properly during changing conditions.

Government requests response from DSI of processes to ensure proper personnel and equipment to properly secure and protect the ship during severe weather to prevent future lines from parting.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

Contractor with the help of ships force was able to restore proper mooring to the vessel, the changing weather caused a mooring line to break, contractor will use additional mooring as required to keep the vessel properly secured during severe weather conditions to prevent future incidents

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS YUMA	SPEC NO. N32205-18-C-4703	ITEM# 0011	and QDR# 3
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405			
	DATE DISCOVERED 03/21/18		

SHIP and HULL NO.

USNS YUMA 8

Work Item Title:

GENERAL SERVICES FOR SHIP JHSV

REFERENCES

SPECIFICATION Item No: 0011	PAGE WI 0011	LINE ALL	PARAGRAPH 7.1.17.2
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION TAKEN BE PROVIDED TO THE GOVERNMENT BY 24/03/2018	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

Around 1400 on the 18 Mar 2018, the emergency gangway, which is also the USNS YUMA's Accommodation Ladder, was found not properly secured or braced resulting in it collapsing from the pier's stair platform. No injuries to personnel have been reported. Damage to the Accommodation Ladder has occurred and is shown in the attached picture. The handrail bracket, broke from its welded position as the ship, although moored, moved with wind conditions pushing the extended Accommodation Ladder into the main gangway, which also shifted causing further damage to the stair platform. Upon Retrieval of the Accommodation Ladder for stowing, one of the single removable handrail poles with quick disconnects was lost overboard as it fell through the safety net below. This was due to the torque induced on the Accommodation Ladder from being forced into the main gangway. At the time, MSC witnessed DSI carpenters repairing the stair platform but not re-positioning it to line up correctly to the main gangway.

This is the third instance that a gangway has fallen while the ship has been moored at DSI. On the morning of the 15 Mar 2018, MSC brought to DSI's attention that the main gangway appeared to be offset from the pier platform. MSC had previously addressed with DSI to place more emphasis on securing gangways properly during changing conditions. Periodic shifts in wind and tide conditions can instantly affect the ships distance from the pier. Please reference QDR #1 issued 08 Feb 2018.

Para 7.1.17.2 of Work Item 011 states that "gangways shall be adequately secured against shifting, shall be illuminated and shall be properly trimmed."

- MSC requests response from DSI as to how effective areas were not protected while the affects of high winds were foreknown.
- MSC requests response from DSI of their plans to ensure that all gangways are properly secured and adequate line-handling is provided.
- MSC requests response from DSI of their plans to address damage found to the USNS YUMA's Accommodation Ladder.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS YUMA	SPEC NO. N32205-18-C-4703	ITEM# 0905	and QDR# 4
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405			
	DATE DISCOVERED 03/20/18		

SHIP and HULL NO.

USNS YUMA 8

Work Item Title:

REMOVE AND INSPECT WATERJET ASSEMBLY

REFERENCES

SPECIFICATION Item No: 0905	PAGE 4	LINE 7.3.1	PARAGRAPH 7.3
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION TAKEN BE PROVIDED TO THE GOVERNMENT BY 23/03/2018	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

MT is concerned with certification of the chain falls that shipyard is currently using. There have been 2 occurrences where the chain falls have failed. 1. While removing the FP motor out of the MER and 2. when the PORT RCS was being removed. Request SY to provide all certification of the rigging equipment used, chain falls, straps, wires, pendants. The safety of personnel conducting these rigging operation is extremely important.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS HUMPHREYS	SPEC NO. N32205-19-C-4013	ITEM# 0917	and QDR# 1
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405			
	DATE DISCOVERED 03/04/19		

SHIP and HULL NO.

USNS HUMPHREYS 188

Work Item Title:

Tailshaft Inspection (Rev 3) N

REFERENCES

SPECIFICATION Item No: 0917	PAGE	LINE	PARAGRAPH
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION BE PROVIDED TO THE GOVERNMENT BY 07/03/2019	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

At approximately 1130 on Sunday March 3rd the Rolls Royce Tech Rep and MSCREP were observing the critical lift of moving the stbd tail shaft aft approximately 10 feet to allow the SKF coupling to be removed. Multiple shipyard outside machinists and riggers including the rigging supervisor were on site. After the rigging supervisor reviewed the lift procedure with shop personnel they then began to adjust each chain fall to ensure equal clearances and loading of the aft strut bearing. Shortly after this direction was given to a rigger to begin pulling the shaft aft using the installed air driven chain falls. The shaft moved quickly aft at nearly 1 ft/sec and caught many by surprise, not realizing that the shaft was about to slide right off fwd rigging support. The hold-back device was not effective either because the straps around the shaft just slid down the shaft. The riggers stopped pulling the shaft aft but the fwd rigging support was nearly off the shaft. Eventually the shaft slid off the support and the forward section of shaft dropped and then rocked up and down a few times and a loud noise was heard, possible contact with the stern tube surfaces. The RR tech rep recommended an inspection of the tail shaft radius and fwd tapered surfaces and possibly the aft strut bearing as it is not known if any damage occurred.

Additionally, air lines supplying air to the air driving chain falls were energized for over a period of 24 hours.

Shipyard is to provide a detailed inspection plan to verify that no damage occurred to the starboard tail shaft.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

QUALITY DEFICIENCY REPORT

FROM: <div style="background-color: black; color: red; padding: 2px;">(b)(6)</div> USNS HUMPHREYS	SPEC NO. N32205-19-C-4013	ITEM# and QDR# 0118 2
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405	DATE DISCOVERED 04/25/19	

SHIP and HULL NO.

USNS HUMPHREYS 188

Work Item Title:

STABILITY TEST

REFERENCES

SPECIFICATION Item No: 0118	PAGE	LINE	PARAGRAPH 7.28
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:

DESCRIPTION OF DEFICIENCY(IES):

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION TAKEN BE PROVIDED null	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

Approximately at 2230 on April 24, the floating crane was not properly secured prior to picking up a weight. During the weight movement for the inclining test, the block was not positioned above the #17 weight with only two riggers with the crane operator and no supervision. When the crane attempted to pick up the #17 weight the weight tilted to the block and one edge of the weight was sitting on the plywood. The weight was disconnected prior to the weight shifting from position and potentially damaged the flight deck. The crane lost its slewing ability, which added addition risk for this movement.

Contractor to provide a lesson learned for this incident.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

QUALITY DEFICIENCY REPORT

FROM: <div style="background-color: black; color: red; padding: 2px;">(b)(6)</div> USS HERSEL WILLIAMS	SPEC NO. N32205-19-C-4150	ITEM# and QDR# 0601 1
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405		
	DATE DISCOVERED 06/14/19	

SHIP and HULL NO.

USS HERSEL WILLIAMS 4

Work Item Title:

Aft House Hab Mods

REFERENCES

SPECIFICATION Item No: 0601	PAGE WI 016	LINE	PARAGRAPH 7.8, 7.8.1 thru
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION BE PROVIDED TO THE GOVERNMENT BY 21/06/2019	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

In accordance with paragraph 7.8, 7.8.1 thru 7.8.3.1 of work item 016, "The Contractor shall be held responsible for fire and safety protection capabilities, establish and manage fire safety programs and inspections, and provide fire watch services and oversight onboard the ship and as directed by the MSCREP."

Non-Compliant Conditions:

-1st Fire Safety Offence WI 503.

On Thursday 05/02/2019, DSI pipe shop employees were TIG weld piping on saddlebacks, one inside of MSD room and one inside of Support Services room. A fire watch was present but could not adequately see both areas of hot work at the same time. DSI PMT was notified of the situation after the Captain removed the DSI employees from the vessel.

-2nd Fire Safety Offence WI 601.

On Thursday 06/13/2019, DSI Sub Contractor (Trident) was production welding on the outside of D-Deck windows, on the Aft house, was stopped due to insufficient protective covering on wires and lighting below the affected area and Fire Watch was distracted.

For more Information see attached CFR'S 175 and 354. Note there have been additional instances that were corrected on the spot.

The Government requests DSI to submit a corrective action plan for Fire Watch duties and Fire safety to MSCREP for acceptance. Corrective action plan to be submitted by Wednesday June 19th at 1500.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USS HERSEL WILLIAMS	SPEC NO. N32205-19-C-4150	ITEM# 0509	and QDR# 2
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405			
	DATE DISCOVERED 04/05/19		

SHIP and HULL NO.

USS HERSEL WILLIAMS 4

Work Item Title:

HTFW LTFW System Flush

REFERENCES

SPECIFICATION Item No: 0509	PAGE	LINE	PARAGRAPH
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION TAKEN BE PROVIDED null	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

Non-compliant condition:

On 2 April 2019, tank LT FW CLG SYS EXP TK PORT (5-56-2) was over pressurized during DSI and associated subcontractor set-up and fluid circulation preparations for WI 509, resulting in damage to the tank.

The over-pressurization of tank LT FW CLG SYS EXP TK PORT (5-56-2) was the third in a series of events that are safety concerns related to process deviation, lack of oversight, and damage of government material/equipment.

The Government requests the contractor to provide a plan of action and detailed schedule of repairs.

The Government requests response from DSI as how to prevent future process deviation and safety concern occurrences.

Government requests Detyens to repair or replace Head Tank LT FW CLG SYS EXP TK PORT (5-56-2), at no cost to the government.

This section of the QDR is for documentation of safety concerns only. "The first event was for conduit being removed as interference for WI 506 and falling to the mission deck on 20 March 2019, and was captured in CFR 041 when Detyens confirmed the event and no injuries were reported. The second event was on 1 April 2019 when furniture to be retained for WI 601 was being lowered from the starboard side of the ship to the pier and fell to the pier. Detyens has already confirmed in CFR 75 Detyens rigging crew dropped one of the pallets and damage furniture. No injuries were reported and Detyens has already confirmed it will replace the damage furniture at no cost to the Government

References:

1) Work Item 0001 Paragraph 8.1.2 identifies that "The contractor shall be held responsible for the protection of existing and newly installed equipment and materials and the storage and preservation of GFM/GFE. Any equipment that is damaged by the contractor and determined unusable by the MSCREP due to improper storage and preservation shall be replaced, repaired, or restored at the contractor's expense as directed by the MSCREP."

Non-Compliant condition:

2)Work Item 0004 Paragraph 7.1.1 identifies the requirement for a Quality assurance plan/manual, Paragraph 7.1.1.1.4 for "The assignment of specific responsibility for the following elements of quality control including written procedures specifying the methods of implementation" and Paragraph 7.1.1.1.4.6 the requirement for "Subcontractor control."

3) Work Item 0011 Paragraph 7.4.3 identifies that "The contractor shall be responsible for the entire ship from the time of delivery to the contractor until the MSCREP accepts it for redelivery. All ship's parts, equipment, systems, etc., damaged or destroyed by the contractor shall be repaired or replaced, as original, at contractor's expense. Such consideration includes, but is not limited to, piping, electric cables, machinery, insulated/refrigerated storerooms, compartments, bulkheads, decks, and ducting damaged by neglect, weather, personnel, dirt, foreign substances, etc., or lost through theft."

MSCREP

DATE

(b)(6)

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USS HERSEL WILLIAMS	SPEC NO. N32205-19-C-4150	ITEM# 0015	and QDR# 3
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405			
	DATE DISCOVERED 06/26/19		

SHIP and HULL NO.

USS HERSEL WILLIAMS 4

Work Item Title:

ILS, GFM

REFERENCES

SPECIFICATION Item No: 0015	PAGE 015-11	LINE	PARAGRAPH 7.3.3.1
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION BE PROVIDED TO THE GOVERNMENT BY 28/06/2019	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

In accordance with paragraph 7.3.3.1 of work item 015, "The Contractor shall at all times protect GFM from physical damage or other types of abuse. The contractor shall use care in handling, moving, transporting, and rigging all GFM. Damage occurring to the GFM, subsequent to receipt, shall be corrected at the contractor's expense as required by the MSCREP"

Non-Compliant Conditions:

-1st lack of care and protection incident WI 421.

On Wednesday 06/19/2019, DSI subcontractor MAETS, left the cardboard box containing the OE-570 control unit exposed to the weather and it was found to be wet due to recent rain storm. Upon removing the control unit from the box, the cardboard box was waterlogged and when the box was opened there were signs of water intrusion. MAETS admits that they let the this box expose the weather. Power control unit has been left in an air conditioned space to dry out and be tested at a later date. Approximate value of the control unit, should it have to be replaced, is \$62,000.00.

-2nd Care and Protection Offence WI .

On Thursday 06/13/2019, Several lengths of cable located on the flight deck were found to have exposed ends that were submersed in standing water, and were wicking the water though the cable.

There have been numerous times that weld splatter or cutting slag has damaged paint, non-skid, or has fallen onto non-covered or protected decks.

There have been several instances where material has been landed on either the flight deck or mission deck hat has not placed on dunnage or other deck protection.

The Government requests DSI to submit a corrective action plan to remediate the above care and protection issues MSCREP for acceptance. Corrective action plan to be submitted by Friday June 28, 2019 at 1700.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USS HERSHEL WILLIAMS	SPEC NO. N32205-19-C-4150	ITEM# 0621	and QDR# 4
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405			
	DATE DISCOVERED 07/25/19		

SHIP and HULL NO.

USS HERSHEL WILLIAMS 4

Work Item Title:

Additional TEU's Accommodation TEU's Platform

REFERENCES

SPECIFICATION Item No: 0621	PAGE	LINE	PARAGRAPH
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION BE PROVIDED null	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

- Reference A: WI 621
- Reference B: DSI CR 002 Government Response
- Reference C: DSI CR 293 & Associated Government Response
- Reference D: DSI CR 307 & Associated Government Response
- Reference E: Government Revision A to CR 307 Response

Non-Compliant Condition

DSI and their subcontractor did not fabricate and install the SOF New TEU Platform in accordance with References A and B. MSC submitted the DSI produced detail sketch of the modifications to the TEU Platform to ABS, resulting from References C and D, and completed calculations for loading the current platform configuration based on DSI modified structure. Calculations have shown that the platform configuration is safe to sail unloaded at sea state 8 levels. Calculations for current platform configuration based on DSI modified structure show the platform cannot be loaded to design capacity with five (5) TEUs weighing 40,000lbs in a technically acceptable or safe manner, as identified in Reference E.

DSI to provide a remediation plan for the platform structure, and associated installation components, such that it meets design loading capacity and is found to be technically acceptable to MSC, ABS and USCG. Remediation plan to be submitted to MSC, including calculations and structural drawings, within fifteen (15) business days of receipt of this CR Response.

Design configuration and associated loading calculations will be completed by the government following resubmission of DSIs proposed remediation plan to ensure the platform has required structural capacity.

Remediation to occur while Hershel Williams is located pierside at Naval Station Norfolk at a time mutually agreeable to DSI and MSC following adjudication of government comments to DSI's proposed remediation plan to the satisfaction of the government.

Remediation to be at no cost to the government.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

QUALITY DEFICIENCY REPORT

FROM: <div style="background-color: black; color: red; padding: 2px;">(b)(6)</div> USNS SACAGAWEA	SPEC NO. N32205-19-C-6006	ITEM# and QDR# 0524 1
TO: DETYENS SHIPYARDS INC. 1670 DRYDOCK AVE.BLDG. 236 N. CHARLESTON, SC 29405		
	DATE DISCOVERED 11/11/19	

SHIP and HULL NO.

USNS SACAGAWEA 2

Work Item Title:

0524_A_CENTRAL_SEAWATER_SYSTEM_SPOOL_REPAIRS_

REFERENCES

SPECIFICATION Item No: 0524	PAGE	LINE	PARAGRAPH
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:

DESCRIPTION OF DEFICIENCY(IES):

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION BE PROVIDED TO THE GOVERNMENT BY 15/11/2019	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

ON/ABOUT 22 OCT 2019, S/F WITNESSED SALTWATER SEEPAGE ONTO THE MOTOR CONTROLLERS MCC M01 AND MCC M02 IN THE MAIN MACHINERY ROOM FROM THE UPPER LEVEL WORK ON THE CENTRAL SEAWATER SPOOL PIECE REPAIRS.MOTOR CONTROLLERS ON LOWER LEVEL WERE NOT PROPERLY PROTECTED DURING THE DRAINAGE OF CENTRAL SEAWATER SYSTEM PRIOR TO DISASSEMBLY OF PIPING. MSC REQUEST DSI PROVIDE A MITIGATION PLAN TO PROPERLY CLEAN MOTOR CONTROLLERS MCC M01 AND MCC M02 AND TO ULTIMATELY PROVE PROPER OPERATION OF THE EQUIPMENT.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS SACAGAWEA	SPEC NO. N32205-19-C-6006	ITEM# and QDR# 0105 2
TO: DETYENS SHIPYARDS INC. 1670 DRYDOCK AVE.BLDG. 236 N. CHARLESTON, SC 29405		
	DATE DISCOVERED 11/04/19	

SHIP and HULL NO.

USNS SACAGAWEA 2

Work Item Title:

0105_A_DECK_HOUSE_CLEANING_AND_PAINTING_(NEAR

REFERENCES

SPECIFICATION Item No: 0105	PAGE	LINE	PARAGRAPH
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION BE PROVIDED TO THE GOVERNMENT BY 18/11/2019	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A**DESCRIPTION OF DEFICIENCY(IES):**

10/14/2022

ON 4 NOV 2019, SHIPS FORCE (S/F) FOUND BLAST DEBRIS INSIDE THE STBD NAVIGATION BRIDGE. BLAST DEBRIS SEEPED THROUGH THE STBD BRIDGE WING DOOR DUE TO THE FAILED WRAP-UP PROTECTION DURING DECK HOUSE BLASTING EVOLUTION. VISIBLE SURFACE BLAST DEBRIS WAS CLEANED UP ONCE IDENTIFIED, HOWEVER THE DEGREE TO WHICH THE BLAST DEBRIS PENETRATED THE BRIDGE EQUIPMENT THAT INCLUDES NAVIGATION AND COMMUNICATION EQUIPMENT, RADARS AND CONTROLS PANELS LOCATED ON THE BRIDGE, IS UNKNOWN. MSC REQUESTS, DSI ENGAGE THE ORIGINAL EQUIPMENT MANUFACTURER'S TECHNICAL REPRESENTATIVE TO EVALUATE THE CONDITION OF EACH PIECE OF BRIDGE EQUIPMENT AND PROVIDE A CONDITION FOUND REPORT WHICH VALIDATES THE OPERATIONAL READINESS OF THE EQUIPMENT. ON 9 NOV 2019, A SIGNIFICANT AMOUNT BLAST DEBRIS HAD SATURATED THE DECK HOUSE ON 06 AND 05 LEVEL SPACES WHERE A TOTAL OF 85 STATEROOMS AND COMPARTMENTS WERE POTENTIALLY AFFECTED. ON 11 NOV 2019, THE 02 LEVEL PORT SIDE PASSAGEWAY WAS FOULED WITH BLAST DEBRIS WITH AT LEAST TWO (2) SPACES BELONGING TO THE SUPPLY OFFICE WHERE RESIDUAL BLAST DEBRIS WAS FOUND IN THE VENTILATION RETURN DUCTS AND THE AFT LADDER-WAYS. ON 13 NOV 2019, THE CREW'S MESS WAS FOUND COMPLETELY COVERED WITH BLAST DEBRIS MAKING THE SPACE UNSUITABLE FOR CREW OCCUPATION AND USE. IAW WI 0011, PARAGRAPH 7.1.12.1 PROVIDES A DETAILED SYNOPSIS OF THE CONTRACTOR'S REQUIREMENT TO CLEAN THE SHIP WHILE AT THE CONTRACTOR FACILITY. BLAST DEBRIS IS NOT BEING REMOVED FROM THE VESSEL AS REQUIRED AND IS ACCUMULATING THROUGHOUT THE VESSEL AND ENTERING INTO THE DECK HOUSE IN SIGNIFICANTLY LARGE VOLUMES. PLEASE SEE THE ATTACHED PICS. MSC REQUESTS, DSI PROVIDE A MITIGATION PLAN TO PROTECT THE SHIP FROM ANY FURTHER CONTAMINATION OF BLAST DEBRIS AND TO ENGAGE A PROFESSIONAL ENVIRONMENTAL CLEANING TEAM TO CLEAN ALL THE AFFECTED SPACES ON THE VESSEL, INCLUDING THE SHIP'S VENTILATION SYSTEM. DSI TO CONFIRM THE CLEANLINESS OF EACH SPACE WITH MSC MANAGEMENT TEAM.

MSCREP**DATE****(b)(6)****Attachment B****CONTRACTOR'S REPLY (Authorized Representative)**

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS SACAGAWEA	SPEC NO. N32205-19-C-6006	ITEM# 0003	and QDR# 3
TO: DETYENS SHIPYARDS INC. 1670 DRYDOCK AVE.BLDG. 236 N. CHARLESTON, SC 29405			
	DATE DISCOVERED 12/11/19		

SHIP and HULL NO.

USNS SACAGAWEA 2

Work Item Title:

0003_N_APPROACH_BERTH_AND_MOORING_REQUIREMEN

REFERENCES

SPECIFICATION Item No: 0003	PAGE	LINE	PARAGRAPH
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION BE PROVIDED TO THE GOVERNMENT BY 18/12/2019	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

TITLE: DSI FAILURE TO PROPERLY SECURE VESSEL TO PIER.AFTER COMPLETION OF UNDOCKING ON 9 DEC 2019, THE VESSEL WAS MOORED TO "G" PIER IN POSITION STBD SIDE TO. POST MOORING LEFT EXCESS SPACE BETWEEN THE VESSEL AND PIER. PPE REPORTED THE SHIP'S SEPARATION DISTANCE CONCERNS TO DSI, VIA EMAIL WITH PHOTOS.AS ANOTHER VESSEL PASSED IN CHANNEL AT 00:20 A.M ON 10 DEC 2019, SACAGAWEA STARTED TO MOVE FORWARD/OFF OF "G" PIER. THE VESSEL'S MATE-ON-WATCH ALERTED DSI MANAGEMENT AND THEY CONTACTED THE TUG COMPANY TO PROVIDE SUPPORT. THE TUG COMPANY WAS ABLE TO PUSH VESSEL BACK TO PIER TO ALLOW MOORING LINES TO BE TIGHTENED.THE SEPARATION CAUSED SEVERAL MOORING LINES TO PART AND CAUSED THE BOTTOM OF GANGWAY TO FALL OFF OF THE SUPPORTING PLATFORM ON THE PIER AND HIT THE SIDE SHELL OF THE VESSEL.MSC IS REQUESTING DSI'S RESPONSE TO THE INCIDENT AND FOR A REVIEW OF APPLICABLE PROCEDURES TO REDUCE FURTHER NEAR MISSES IN THE FUTURE.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

QUALITY DEFICIENCY REPORT

FROM: <div style="background-color: black; color: red; padding: 2px;">(b)(6)</div> USNS SACAGAWEA	SPEC NO. N32205-19-C-6006	ITEM# and QDR# 0105 4
TO: DETYENS SHIPYARDS INC. 1670 DRYDOCK AVE.BLDG. 236 N. CHARLESTON, SC 29405		
	DATE DISCOVERED 01/29/20	

SHIP and HULL NO.

USNS SACAGAWEA 2

Work Item Title:

0105_A_DECK_HOUSE_CLEANING_AND_PAINTING_(NEAR

REFERENCES

SPECIFICATION Item No: 0105	PAGE	LINE	PARAGRAPH
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:

DESCRIPTION OF DEFICIENCY(IES):

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION TAKEN BE PROVIDED null	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

DEFICIENCY

01-01-2020 USNS Sacagawea: US coatings (Paint Shop) Slurryblasting was done on deck house then left alone for couple of weeks resulting in blasting grit being embedded on the blasted surface. US coatings power tooled various areas that have not been properly slurryblasted and areas that had blasting grit embedded on surface. No re-blasting with UHP and pressure washing done after power tool. Proper profile is not achieved after power tool. Spec calls for 2-4 mils profile 7.9.2 item 105. (07 LVL deck, handrails throughout)

EXISTING COATING SYSTEM

N/A

DEFICIENCY / OBSERVATIONS

Various areas throughout item 105 has been power tooled after slurryblast removing proper profile. No washing of those areas only thinner wiped. Profile ranged from .09 to 1.9 mils.

RECOMMENDATIONS

Re-blast entire item 105 (Deck House Superstructure) to an SSPC-SP-10.

Technical Service Representative:

(b)(6)

PPG PMC

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

QUALITY DEFICIENCY REPORT

FROM: <div style="background-color: black; color: red; padding: 2px;">(b)(6)</div> USNS SACAGAWEA	SPEC NO. N32205-19-C-6006	ITEM# and QDR# 0105 5
TO: DETYENS SHIPYARDS INC. 1670 DRYDOCK AVE.BLDG. 236 N. CHARLESTON, SC 29405		
	DATE DISCOVERED 01/29/20	

SHIP and HULL NO.

USNS SACAGAWEA 2

Work Item Title:

0105_A_DECK_HOUSE_CLEANING_AND_PAINTING_(NEAR

REFERENCES

SPECIFICATION Item No: 0105	PAGE	LINE	PARAGRAPH
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:

DESCRIPTION OF DEFICIENCY(IES):

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION BE PROVIDED null	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

DEFICIENCY

01-02-2020 USNS Sacagawea: US coatings (Paint Shop) Slurryblasting was done on deck house then left alone for couple of weeks resulting in blasting grit being embedded on the blasted surface. US coatings power tooled various areas that have not been properly slurryblasted and areas that had blasting grit embedded on surface. No re-blasting with UHP and pressure washing done after power tool. Proper profile is not achieved after power tool. Spec calls for 2-4 mils profile 7.9.2 item 105. (06 LVL and tunnel, 07 handrails throughout and ladder)

EXISTING COATING SYSTEM

N/A

DEFICIENCY / OBSERVATIONS

Various areas throughout item 105 has been power tooled after slurryblast removing proper profile. No washing of those areas only thinner wiped. Profile ranged from .09 to 1.9 mils.

RECOMMENDATIONS

Re-blast entire item 105 (Deck House Superstructure) to an SSPC-SP-10.

Technical Service Representative:

(b)(6)

PPG PMC

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

QUALITY DEFICIENCY REPORT

FROM: <div style="background-color: black; color: red; padding: 2px;">(b)(6)</div> USNS SACAGAWEA	SPEC NO. N32205-19-C-6006	ITEM# and QDR# 0105 6
TO: DETYENS SHIPYARDS INC. 1670 DRYDOCK AVE.BLDG. 236 N. CHARLESTON, SC 29405		
	DATE DISCOVERED 01/29/20	

SHIP and HULL NO.

USNS SACAGAWEA 2

Work Item Title:

0105_A_DECK_HOUSE_CLEANING_AND_PAINTING_(NEAR

REFERENCES

SPECIFICATION Item No: 0105	PAGE	LINE	PARAGRAPH
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:

DESCRIPTION OF DEFICIENCY(IES):

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION TAKEN BE PROVIDED null	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

DEFICIENCY

01-25-2020 USNS Sacagawea: US coatings (Paint Shop) During painting of the starboard side of house 07 level to 03 level only a hold coat and 2 stripe coats of amercoat 240 was applied. U.S. coatings informed PPG rep. that handrails will be painted the 2 full coats of amercoat 240 once the tarps are removed due to the tarps being close to the handrails. 2 full coats of amercoat 240 was not applied prior to final coat PSX 700SG haze gray.

EXISTING COATING SYSTEM

N/A

DEFICIENCY / OBSERVATIONS

No 2 full coat was applied to the starboard side 07 level to 03 level handrails prior to tops coat PSX 700SG haze gray.

RECOMMENDATIONS

Remove PSX to apply primer coat.

Technical Service Representative:

(b)(6)

PPG PMC

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

Response from US Coatings.

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS SACAGAWEA	SPEC NO. N32205-19-C-6006	ITEM# and QDR# 0105 7
TO: DETYENS SHIPYARDS INC. 1670 DRYDOCK AVE.BLDG. 236 N. CHARLESTON, SC 29405		
	DATE DISCOVERED 01/29/20	

SHIP and HULL NO.

USNS SACAGAWEA 2

Work Item Title:

0105_A_DECK_HOUSE_CLEANING_AND_PAINTING_(NEAR

REFERENCES

SPECIFICATION Item No: 0105	PAGE	LINE	PARAGRAPH
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION TAKEN BE PROVIDED null	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

DEFICIENCY

01/25/2020 USNS Sacagawea: US coatings (Paint Shop) applied top coat to the freeboard on areas that was not completed in the drydock and runs that was sanded. No inspection was called out and witness by PPG rep. Prime coat was over 30 days and not sure if a refresh coat was applied. Touch up on freeboard was not sprayed.

EXISTING COATING SYSTEM

N/A

DEFICIENCY / OBSERVATIONS

Painting repairs on freeboard was not witness by PPG rep.

RECOMMENDATIONS

Properly repair areas to spec.

Technical Service Representative:

(b)(6)

PPG PMC

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS PATUXENT	SPEC NO. N32205-20-C-4003	ITEM# 0912	and QDR# 1
TO: DETYENS SHIPYARDS INC. 1670 DRYDOCK AVENUE #236 NORTH CHARLESTON, SC 29405-2114			
	DATE DISCOVERED 11/24/20		

SHIP and HULL NO.

USNS PATUXENT 201

Work Item Title:

STERN TUBE SEAL MAINTENANCE

REFERENCES

SPECIFICATION Item No: 0912	PAGE	LINE	PARAGRAPH 7.16 & 7.24
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION TAKEN BE PROVIDED TO THE GOVERNMENT BY 18/11/2020	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

On 11/14/2020 during the balancing and final alignment of aft seal the Wartsilla tech rep informed shipyard and ship's force that the air return line from chamber 0-1 had no return flow of air. Tech rep and shipyard continued troubleshooting throughout the day and apparently have confirmed a blockage of some kind.

On 11/21/2020 the vessel was put back in dry dock to accomplish further troubleshooting to determine the cause of the blockage in the air return line

After partial disassembly of the seal and further troubleshooting DSI submitted CFR 431 on 11/23/2020 with Wartsila Tech Rep's findings. Tech Rep determined that the blockage was accumulated oil in the air return line that migrated through the #1 seal ring into the 0-1 Chamber. Tech Reps investigation determined that the migration was caused by damage to the #1 Seal ring lip edge and Wartsila recommends replacing damaged lip seal.

QDR is for Informational Purposes Only.

-

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

QUALITY DEFICIENCY REPORT

FROM: <div style="background-color: black; color: red; padding: 2px;">(b)(6)</div> USNS HUMPHREYS	SPEC NO. N32205-21-C-4029	ITEM# and QDR# 0105 1
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US. North Charleston, South Carolina 29405	DATE DISCOVERED 10/15/21	

SHIP and HULL NO.

USNS HUMPHREYS 188

Work Item Title:

DFM Contam Tank Deck Replacement (VR18-025)

REFERENCES

SPECIFICATION Item No: 0105	PAGE 0105-2	LINE 7.0	PARAGRAPH 7.1.5.1
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION TAKEN BE PROVIDED TO THE GOVERNMENT BY 20/10/2021	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

ISSUE:

On or about the week of 09/27/2021 through 10/08/2021 while executing WI – 105 DFM Contam Tank Deck Replacement (VR18-025) it is apparent there was a lack of supervisory and fire watch efforts that occurred when Detyens (DSI) trade shop of “Burners” were making steel plate bulkhead and deck plate cuts to accommodate WI-105.

DISCOVERY:

10/07/2021 - Upon conducting rounds, the ships pumproom detected arcing and sparking in and around various cableways in way of the port pumproom and motor room. Ship's force (S/f) found several areas where melted metal slag had attached itself to various unprotected cables or burnt through the fire cloth exposing unsheathed bare cable in no less than ten (10) electrical wire runs under the DFM containment tank steel work.

S/f took initial actions by isolating power as required through their Engineering Casualty Control Actions and Coast Guard Fire Fighting Training lessons in the affected area. Followed by making notification to the OMT/SMT, PPE, CE. The pumproom and Motor rooms were immediately surveyed for damage. The PPE without delay notified Detyens PM requesting an internal DSI analysis and repair plan at no additional cost or time.

- To date – 10/15/2021 – no correspondence has been received by Detyens to MSC indicating a cause for damage or presenting a repair plan.

Ship's Force Initial Assessment – Ongoing, as Detyens Removes IA Equipment used during the work item – Not all inclusive listed below:

Ship's Force Initial Assessment - PUMP ROOM CABLE REPORT:

Most of the cabling damaged was on the DFM pump room side in overhead, 2 wireways converged into one wire way going down. Many cables were damaged in this area. Most of the cables were pulled back from one end and had shrink tubing applied. Another area on DFM pumproom side affected was the upper-level mezzanine. The cables damaged seem to be primarily lighting and Motor Operated Valves (MOV).

The following is a list of MOV junction boxes and the valves they serve:

4-41-1-4P-C valves CF-PV345,346,347,348

LC7-4EP-J valves CF-PV311,312,315,316,369, SP-PV003

4-42-2-4P-E (Has one slightly charred cable at box entry) valves CF-PV723,724,726

2 cables have been run to RTU1 CF-PV347 ,361

Other valves affected CF-PV362 ,363 ,366

Lighting circuits affected are:

1-40-1-1EL-A7

1-40-1-1L-B2

1-40-1-1L-B4

1-40-1-1L-B11

1-40-1-1L-B12

Required from Detyens:

After action report issued in writing to Military Sealift Command (MSC).

With attention to Contracting Officers - (b)(6), (b)(6), Principal Port Engineer - (b)(6), Master of the Vessel – (b)(6), addressing Detyens fact finding investigation results with a copy of the initial internal Detyens Safety Report shall be included.

Additionally, it is expected to receive a vetted list of repairs IAW IEEE Std. 45-2002, [Recommended Practice for Electrical Installations on Ships] via an official letter by the Project Manager (b)(6) detailing the cause of the damage, the resolution via repairs, and timeline that indicates repair completion.

Also, to be included is the operational testing schedule of each area of damage in conjunction with Ship's Force operating equipment with ABS, PPE or designated representative, and CE present. All operational testing should be issued via a Checkpoint to include attendance by ABS and completed no later than 10/20/2021.

MSC reserves the right to request additional testing at no additional cost to MSC or additional time required as the customer having to experience this type of lackadaisical fire watch oversight.

(b)(6)

Attachment B**CONTRACTOR'S REPLY (Authorized Representative)**

10/15/2021: Acting PPE submits QDR Nr1 to MSC On-site Assistant Contracting Officer (b)(6) and requests QDR be issued to Detyens Shipyard.

10/15/2021: MSC On-site Assistant Contracting Officer (b)(6) issues QDR to Detyens.

10/15/2021: Detyens (b)(6) Contracts Manager acknowledges receipt of QDR and indicates the response will be returned 10/22/2021.

10/23/2021:

QDR response received from Detyens (b)(6) Contracts Manager submitting nearly all requirements and considered a closed QDR. All repairs were completed and deemed satisfactory by ABS, CE, and PPE.

* Acting PPE (b)(6).

** Associated documentation attached for review.

QUALITY DEFICIENCY REPORT

FROM: (b)(6) USNS PUERTO RICO	SPEC NO. N3220521C4088	ITEM# 0901	and QDR# 1
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405			
	DATE DISCOVERED 03/24/21		

SHIP and HULL NO.

USNS PUERTO RICO 11

Work Item Title:

TEPF_CCSI_0901_A_DRYDOCKING AND UNDOCKING

REFERENCES

SPECIFICATION Item No: 0901	PAGE	LINE	PARAGRAPH
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION BE PROVIDED TO THE GOVERNMENT BY 27/03/2021	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

During undocking of the vessel on 16 MAR 2021, the tug on the forward port quarter scraped the vessel's bulbous bow. The contact damaged the coating system on the outboard side and leading edge which revealed bare aluminum. Damage to aluminum is suspected.

It is the contractor's responsibility to provide and operate the tugs. Additionally, in accordance with Work Item 018, the contractor assumes total responsibility for the safety and protection of the vessel upon delivery.

- MSC requests the following to be provided prior to repairing damage:
- Visual inspection of coating and aluminum damage. Provide report including pictures via CFR indicating extent of damage to coating system and aluminum.
 - Plan for corrective action, to be reviewed and approved by MSCREP.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

This letter is in response to the Quality Deficiency Report (QDR) #1 that was issued on 24 March 2021.

Detyens was notified that during the undocking of the USNS Puerto Rico on 16 March, MSC had reason to believe that damage was done to the coating and aluminum on the forward port quarter of the bulbous bow. We are very familiar with the requirements under WI 0018 for the safety and protection of the vessel and always work to ensure those requirements are met.

When the vessel initially entered the drydock, per Work Item 0903, paragraph 3.1.4, only 5,000 sqft of the hull was to be blasted and painted. The square-footage listed within the work item was not enough to cover the entirety of the damaged and worn areas on the vessel and due to this, walkarounds and checkpoints were conducted with MSC to point out the areas that were to be painted. One of the areas that was not pointed out is the area referenced by the QDR. Listed in Work Item 0906, Paragraph 8.0 General Requirements, a video was to be taken of Hull Markings to support the UWILD Certification before coming out of drydock, this video captured the majority of the hull as well. Many areas still show scratches and where Detyens did not paint. Also contained in this video is a frame showing the forward port quarter of the bulbous bow (Attachment #1) where existing damage can be seen that is the same as the alleged "contractor caused damage".

Additionally, a photograph was taken during undocking (Attachment #2) showing the tug utilizing an 8-ft Yokohama Fender between the tug and the vessel hull. In the statement provided by our Dock Master (Attachment #3), there was no known metal to metal contact at any point during the evolution and also, due to the shape of the fender and the area of damage on the vessel, there is no way this alleged contractor caused damage could have been produced by the tug.

QUALITY DEFICIENCY REPORT

FROM: <div style="background-color: black; color: red; padding: 2px;">(b)(6)</div> USNS PUERTO RICO	SPEC NO. N3220521C4088	ITEM# and QDR# 0704 2
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405	DATE DISCOVERED 03/26/21	

SHIP and HULL NO.

USNS PUERTO RICO 11

Work Item Title:

MICKEY MOUSE ANTENNA SYSTEM INSTALLATION (TALT 17-

REFERENCES

SPECIFICATION Item No: 0704	PAGE 10	LINE	PARAGRAPH 7.2.8
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION TAKEN BE PROVIDED TO THE GOVERNMENT BY 29/03/2021	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

Upon inspection of welds on 25 MAR 2021 for antenna doublers and foundations on the 05 level deck, MSCREP identified various locations of melt through and burn through in way of the port V150NX antenna and the CBSP antenna foundations.

Per ABS HSNC 2-4-5/5.15.1(a) Appearance.
Welds shall be free of cracks, incomplete fusion and burn-through.

Per ABS HSNC 2-4-5/5.15.1(b) Melt-through.
Melt-through and repaired burn-through areas are acceptable, provided the areas do not contain cracks, crevices, excessive oxidation or globules, and provided that the root convexity and concavity limits are not exceeded.

Per AWS D3.7 section 6.20.1(3): Excessive melt-through, overlap, incomplete fusion, and visible inclusions are obvious defects.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

QUALITY DEFICIENCY REPORT

FROM: <div style="background-color: black; color: red; padding: 2px;">(b)(6)</div> USNS HUMPHREYS	SPEC NO. N32205-22-C-0002	ITEM# and QDR# 0011 1
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405	DATE DISCOVERED 09/26/22	

SHIP and HULL NO.

USNS HUMPHREYS 188

Work Item Title:

TAO187_SWI_GENERAL SERVICES FOR SHIP TAO

REFERENCES

SPECIFICATION Item No: 0011	PAGE 08	LINE 7.1.16.1	PARAGRAPH 7.1.16
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION BE PROVIDED TO THE GOVERNMENT BY 05/10/2022	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

Per the base work item the Toilet and Sanitary Facilities have not been maintained IAW the requirement. This issue has been brought up at the morning production meeting a few time with the ships water being secured for contract work (as necessary). Specifically the weekend date of 09/25 the portable toilets were at usage capacity and the sanitary / hand wash stations were to maintained with appropriate supplies or were not present. DSI had the portable toilets removed from portions of the ship but were not able to exchange them. If these had been maintained there would not been a lack of these basic sanitary services over the weekend.

7.1.16 Toilet and Sanitary Facilities:

7.1.16.1 Shipyard personnel shall not use shipboard toilet and sanitary facilities. The contractor shall provide and install signs to this effect. In cases where the ship's sanitary system is not active, the contractor is to provide and maintain a minimum of four (4) portable toilet and sanitary facilities for the shipboard personnel aboard the vessel in locations designated by the ship's Master. One portable toilet will designated for Female use only. The contractor shall also provide daily janitorial services to maintain cleanliness and toilet supplies. Any contamination of the shipboard facilities or MSD system by the contractor will cleaned and restored at the contractor's expense.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

QUALITY DEFICIENCY REPORT

FROM: <div style="background-color: black; color: red; padding: 2px;">(b)(6)</div> USNS HUMPHREYS	SPEC NO. N32205-22-C-0002	ITEM# and QDR# 0011 2
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405	DATE DISCOVERED 10/03/22	

SHIP and HULL NO.

USNS HUMPHREYS 188

Work Item Title:

TAO187_SWI_GENERAL SERVICES FOR SHIP TAO

REFERENCES

SPECIFICATION Item No: 0011	PAGE 6, 7, 9	LINE Various	PARAGRAPH 7.1.10.1; 7.1.1
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:**DESCRIPTION OF DEFICIENCY(IES):**

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION BE PROVIDED TO THE GOVERNMENT BY 05/10/2022	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

Per base work item "0011_A_TAO187 SWI GENERAL SERVICES FOR SHIP TAO" the below sections have not been properly and satisfactorily adhered to and are noted below. Please provide plan of action to remediate the below deficiencies.

7.1.10 Sewage Disposal: *NOT CONTINUOUSLY CONNECTED FORM SHIP TO RECEIVING STATION AND NOT CONSISTENTLY PUMPED TO SHORE STATION PER LAST LINE IN 7.1.10.1*

7.1.10.1 Provide all pumping arrangements, hoses, connections and shore-side disposal facilities necessary to remove and dispose of sewage from the ship for the duration of the performance period, in accordance with all federal, state and local (CONUS) or international (OCONUS) requirements. Ensure all equipment is in good material condition and that all connections are 100% leak-free. Connect and disconnect sewage upon ship arrival, at each in-yard shift, for tests and trials and for vessel departure.

7.1.13 Debris and Garbage Removal: *GARBAGE AND DEBRIS NOT CONSISTENTLY COLLECTED - SERVICES NOT CONDUCTED ON A DAILY BASES (ENTIRE SHIP)*

7.1.13.1 Clean the entire ship on a daily basis, Monday – Saturday, except federal holidays. All decks, passageways, and work areas will swept clean and debris free on a daily basis. All paint containers, chips, shavings, dirt, paper, boxes, and other work item debris will collected and placed in metal containers which will removed daily from the ship and disposed of in accordance with state and local regulations (CONUS) and international and local regulations (OCONUS). Oil, refuse, hazardous wastes, and scrap materials, shall also be removed on a daily basis and disposed of in a proper manner and in accordance with federal, state and local laws and regulations (CONUS) and international requirements (OCONUS). Hazardous wastes will removed and disposed of in accordance with specification Work Item No. 023. No debris or garbage will be left onboard the vessel overnight.

7.1.20 Bilge Water Removal: *BILGES NOT PUMPED CONSISTENTLY AND BILGES ARE NOT MAINTAINED IN A DRY STATE. EQUIPMENT IS NOT CONTINUOUSLY CONNECTED PER LAST LINE IN 7.1.20.1*

7.1.20.1 Contractor shall provide all pumps, hoses, fittings and personnel to safely remove all bilge water from the spaces noted in Section 3.0 on a continuous basis, such that the bilges are maintained in a dry state. Applicable federal, state, local or international procedures for transferring oily wastes over water will followed by the contractor. Ensure all equipment is in good material condition and that all connections are 100% leak-free. Connect and disconnect bilge pumping arrangements upon ship arrival, at each in-yard shift, for tests and trials and for vessel departure.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)

QUALITY DEFICIENCY REPORT

FROM: <div style="background-color: black; color: red; padding: 2px;">(b)(6)</div> USNS ARCTIC	SPEC NO. N3220522C4030	ITEM# and QDR# 0907 1
TO: DETYENS SHIPYARDS INC. 1670 Drydock Ave Bldg. 236; 843-308-8000; US North Charleston, South Carolina 29405		
	DATE DISCOVERED 02/22/22	

SHIP and HULL NO.

USNS ARCTIC 8

Work Item Title:

REPLACE RUDDER BEARINGS_ARCTICROH22

REFERENCES

SPECIFICATION Item No: 0907	PAGE	LINE	PARAGRAPH
DRAWING NO.	REV.		
		PARAGRAPH	PAGE
OTHER(Specify)			

THE FOLLOWING DEFICIENCY(IES) REQUIRE CORRECTIVE ACTION:

DESCRIPTION OF DEFICIENCY(IES):

(SEE ATTACHMENT A)

AUTHORIZED GOVT.REP. (Signature)	DATE: 10/14/2022
IT IS REQUIRED THAT A REPLY TO ALL CORRECTIVE ACTION TAKEN BE PROVIDED null	

CONTRACTOR'S REPLY (Authorized Representative)

(SEE ATTACHMENT B)

(Signature)

(Date)

VERIFICATION EVAL STATEMENT OF CONTRACTOR'S ACTION (To Be Completed by Govt Rep)

Signature:

Date:

Attachment A

DESCRIPTION OF DEFICIENCY(IES):

10/14/2022

While handling the starboard rudder stock, the in place rigging equipment failing causing the starboard rudder stock to fall to the basin floor. This occurred while attempting to break the rudder stock free from the carrier bearing. The government requests the DSI plan to investigate the starboard rudder stock for damage and a proposal on how to prevent the same occurrence on the effort to remove the port rudder stock.

MSCREP	DATE
(b)(6)	

Attachment B

CONTRACTOR'S REPLY (Authorized Representative)